RECEIVED
AUG 28 1956
FOR FILING

F-155 (6)

4804

August 24, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the South Unit of the Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County, Project F-155(6), to Roy L. Houck & Sons of Salem, Oregon, on the basis of the bid of $221,422.00 submitted on July 12, 1956.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ch

RECEIVED
AUG 29 1956
FOR FILING

OREGON DISTRICT F-155 (6)

REFERRED TO Cooper
4804 By State Highway Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

August 24, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-155(6), South Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway, we hereby concur as of this date in award of Contract No. 4804 to Roy L. Houck and Sons of Salem, Oregon, low bidder in the amount of $221,422.00 at the July 12, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

E D
RREST COOPER

RECEIVED
AUG 27 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 31 1956
~~FOR FILING~~

AGENDA
AUG 16 1956
1-B-12
1B-12

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

F-155 (6)
4804

Salem, Oregon
August 7, 1956

SUBJECT: AGENDA ITEM FOR AUGUST 16-17 MEETING
South Unit Pendleton-Pilot Rock Sect.
Pendleton-John Day Highway
Umatilla County

To: Mr. H. B. Glaisyer
Secretary
OFFICE

Please place on the next agenda the matter of compensating the Pacific Power & Light Company an estimated amount of $1506.66 for rearranging their transmission lines on the above section of highway. The lines are on their own right of way and must be re-established to clear our construction. The above amount is an estimate only, and we would like approval to pay their final billing which will be on a time and materials basis provided it does not vary an unreasonable amount from the above estimate.

R. L. Porter
R. L. Porter
Right of Way Engineer

RLP:smj

APPROVED BY HIGHWAY COMMISSION
DATE August 16, 1956
Secretary

R.E.

P R

File

RECEIVED
JUL 10 1956
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F 155 (6)

4804

08-35

June 27, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-155(6), South Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Please submit the usual copies of an encroachment resolution from the City of Pilot Rock.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JUL 9 1956
OREGON
STATE HIGHWAY COMMISSION

R

RECEIVED
JUL 6 1956
FOR FILING

E-155(6)

4804

32

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1956

SUBJECT: Assignment #32

To: Mr. G. S. Paxson
OFFICE

Attached is a suggested letter to the Mayor of Pilot Rock notifying the city, in accordance with Chapter 447, Oregon Laws of 1955, of the proposed relocation of the South Unit, Pendleton-Pilot Rock section of the Pendleton-John Day Highway in Pilot Rock.

John W. Cattrall
John W. Cattrall
Engineer, County & City Relations

Att.

NOTED
G. S. PAXSON

ASSIGNMENT

No. 32 By GSP

te: 5/28/56

scription: **Maps to be sent Mayor of Pilot Rock for notification of our intention to relocate S. Unit, Pendleton-Pilot Rock section, Pendleton-John Day Highway, in that city. (Scheduled for July letting.)**

cknowledged by____ Referred to CATTRALL

☑ Investigate and report with recommendation
☑ Such action as necessary and report
☐ Comment or recommendation
☑ Return with rough draft of reply
☐ Prepare reply for signature of Mr.________
☐ Contact correspondent and report

PLEASE RETURN TO
G. S. PAXSON

Remarks: **Please prepare draft of letter to Mayor of Pilot Rock.**

G.S.P.

Executed 6-12-56 Report Received________
Igm.

HIGHWAY DEPARTMENT
TMENT CORRESPONDENCE

lem, Oregon
y 25, 1956

SUBJECT: S. Unit, Pendleton-Pilot Rock
Pendleton-John Day Highway

neer

rewith sketch maps on which is shown in
of the subject named highway within
purpose of notifying the City of Pilot
they may register objections if so

led for the July letting.

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY;ep

Attach (7)

RECEIVED
MAY 28 1956
[illegible]

RECEIVED
MAY 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—20M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1956

SUBJECT: S. Unit, Pendleton-Pilot Rock
Pendleton-John Day Highway

To:

Mr. G. S. Paxson
Assistant State Highway Engineer

Office

I am submitting herewith sketch maps on which is shown in red the proposed relocation of the subject named highway within Pilot Rock. This is for the purpose of notifying the City of Pilot Rock of our intended plans so they may register objections if so inclined.

This job is scheduled for the July letting.

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY;ep

Attach (7)

RECEIVED
MAY 28 1956
[illegible]

RECEIVED
MAY 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ER-43(1) Clear Lake Bridge on Clear 1956
Lake County Road No. 604.

#4805

Form A-150—10M—6-57

NOTED
Herold C. Ayers

NOTED
John F. Hagemann

4805

INVOICE
Oregon State Highway Department
SALEM, OREGON

RECEIVED
OCT 7 1957
OFFICE OF DIRECTOR OF PERMITS

Marion County
Salem, Oregon

Attn: County Court

RECEIVED
OCT 9 1957
ENGINEER
COUNTY & CITY RELATIONS

Invoice No. 52763
Date October 4, 1957
Your Req. No.
Billing Request No. cc 364
Credit Distribution: 224-1112-297

Final Billing: Clear Lake Bridge, [illegible]-43(1), FAS 592, covered by agreement dated 8/17/57.

Original advance deposit		
Less amount previously transferred	18,968.00	
Balance in advance deposit fund	13,968.00	
		5,000.00
County share total cost as per attached statement	18,672.86	
Less amount previously transferred		
Balance	13,968.00	
		[illegible]4.86
To be Refunded		$295.14

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ______________

By ______________

NOTED
C. G. SWENSON

State Printing 4396

NOTED
JOHN D. GRAHAM

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

cc: Mr. John Anderson, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R JONES

NOTED
Harold C. Ayers

September 30, 1957

Marion County Court
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final collections from the Bureau of Public Roads have been made in connection with the Clear Lake Bridge project, ER-43(1), on FAS 592.

This project was constructed as an emergency road fund project and performed partly by highway department contract and partly by county forces.

The costs for the highway department contract are shown in the attached statement of final costs. As shown in this statement, a refund of $295.14 is due the county from its initial advance deposit. This refund will be made within the next few days by means of a check from our accounting division.

In addition, the federal funds collected for that portion of the project performed by county forces will be forwarded to the county in the near future. These federal funds total $1,350.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

cc: Mr. John Anderson, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Completed 3/4/57

OREGON STATE HIGHWAY DEPARTMENT ITEMIZED STATEMENT OF FINAL COSTS

County Marion Contract No: 4805 Date 9/30/57

FAS 592 Section Clear Lake Bridge, ER-43(1)

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Remove old bridge	All	$1,500.00	All	$ 1,500.00
2. Furnish treated timber piling	l.f.	1.40	2,700	3,780.00
3. Drive timber piling	each	50.00	54	2,700.00
4. Class A concrete	c.y.	62.00	254.4	15,772.80
5. Metal reinforcement	lb.	0.13	75,837	9,858.81
6. Treated timber in place	M/FBM	300.00	3.58	1,074.00
PA#1 Cement adjustment	bbl.	4.05	2.415	- 9.78

Subtotal - - - - - - - - - - - - -	$34,675.83
Construction Engineering - - - - - - - -	2,209.03
Total Construction Costs - - - - - - - -	$36,884.86
Less Federal Funds Collected for Project- - -	18,212.00
Agreed County Share Total Cost - - - - - - -	$18,672.86

County Advance Deposit - - - -	$18,968.00
Less County Share Costs- - - -	18,672.86
REFUND DUE COUNTY - - - - -	$ 295.14

JFM:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
September 27, 1957

ER-43(1), FAS 592, Marion County
Clear Lake Bridge

Mr. C. H. Maison
OFFICE

NOTED
John F. Hagemann

The subject named project was partly constructed by highway department contract no. 4805 and partly by county forces. Federal funds collected for the contract costs should be credited to the construction prefix 224-1112 and retained by the state. Federal funds collected for the county force work should be paid directly to Marion County. The breakdown of these federal funds as furnished by J. W. Nash's office is as follows:

	Federal Funds	
Contract No. 4805	$18,212	To be retained by state and credited to 224-1112.
County Force Work	$ 1,350	To be paid to County.
Total =	$19,562	

Apparently the entire $19,562 has been credited to 224-1112 and proper steps should be taken to transfer the $1,350 as a direct payment to Marion County.

In addition, Marion County has made an advance deposit to cover the balance of the contract costs not covered by federal funds. This office will make a request for outside billing to cover this county advance deposit.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: Jim Hardie
J. W. Nash

NOTED
JOHN D. GRAHAM

Form A-68-

Date August 13, 1957

State Treasurer's Receipt

~~Invoice No.~~

~~[illegible]~~ No. 134318

State Printing 64080

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Marion County

Salem, Oregon

This Space for Use of Accounting Division

To reimburse Marion County for Federal Funds collected from the Bureau of Public Roads in connection with 1956 County Road Emergency Relief Program.

NOTED
Harold C. Ayers

JOB DESCRIPTION

Clear Lake Bridge Section [ER-43(1)]
Marion County
Prefix: 224-1112
Amount: $1,350.00

NOTED
John F. Hagemann

J. W. Nash

NOTED
G. SWENSON

NOTED
JOHN D. GRAHAM

Date: 4-3-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR 3 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
APR 5 - 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 29, 1957

ER-43(1)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4805	5-Final	Johnston & Bryant	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6903	H-177248	$ 3,916.83	3/29/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 100 Workdays from 9-7-56

Time Extensions: None

Completion Date: March 4, 1957

Date Accepted: March 28, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-3-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR 3 1957

Ruth Rawlings

NOTED ON CARD
9

RECEIVED
MAR 25 1957
FOR FILING

IR-43(1)

4805

March 22, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4805 for constructing the Clear Lake Bridge on Clear Lake County Road No. 604 in Marion County was completed by the contractor, Johnston & Bryant, on March 4, 1957 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,916.83 will be released to the contractor after acceptance by the Commission. The total contract amount is $34,675.83 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JAN [illegible] 1957

ER-43(1)

4-[illegible] 08-35

January 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter dated December 26, 1956 requested approval of the use of force account methods in the performance of emergency restoration work by county forces in connection with Oregon Project ER-43(1), Clear Lake Bridge Section on Clear Lake Road in Marion County.

The project was included as Item 58 in Oregon's second supplemental emergency relief program. Permanent reconstruction of the bridge was let to contract but as an emergency measure, to immediately restore traffic, county forces salvaged and replaced stringers and deck on the existing pile bents. Cost of the force account work was $2,760 plus 10% engineering and contingencies.

As use of county forces and equipment was the only immediately available means and since the county was well equipped to do the work, the force account method of construction is approved as being in the public interest.

Very truly yours,

C. G. POLK
District Engineer

TED
RREST COOPER

Original to
Mr. Probert

RECEIVED
DEC 27 1956
FOR FILING

ER-43(1)

Em. Rel. Proj.

[illegible] 26, 195[illegible]

[illegible] G. P[illegible]k, District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

You [illegible] the [illegible] of the force account method of construction for emergency restoration of the washed out bridge as covered by ER 43(1) on FAS [illegible] (county road) which was approved [illegible] April 26 as Item 58 of Oregon Federal [illegible] Emergency Relief Secondary Highway Program, Supplement No. 2.

In the flood of December, 1955, the existing bridge deck and stringers were [illegible] from the bents and moved fifty to sixty feet from the bridge foundation [illegible] isolating people residing in the area north and west of the bridge site. As an emergency measure to immediately restore traffic, county forces salvaged and replaced the deck and stringers on the existing pile bents. Use of county forces and equipment was the only feasible means of immediately restoring normal road services with minimum delay and was considered to be in the public interest to use this method for emergency repair work. Permanent replacement of the structure is being accomplished by contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

JHF:te

cc: S. H. Probert
C. G. Swenson

FORM 230—50M—11-55—90824

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1956

SUBJECT:

To: Mr. G. S. Paxson
OFFICE

L

Attached is a suggested letter to the Bureau of Public Roads requesting approval of the force account method for emergency repairs to the Clear Lake Bridge, ER 43(1), FAS 592. This request is required by the Bureau of Public Roads in order to comply with its policy and procedure.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

RECEIVED
DEC 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

CPR8-2323 A

RECEIVED
NOV 29 1956
FOR FILING

ER-43 (1)

4805

State Oregon
Project No. ER-43(1)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of November, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 22nd day of March, 1956, a program, which was approved on the 16th day of April, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 21st day of August, 1956, and the sum of twenty thousand, two hundred sixty four and 00/100 dollars ($20,264.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

Article II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 1+97.06 and 3+97, northwest of Chemawa.

, length 0.038 miles, in Marion County, being Oregon project No. ER-43(1), consisting of 0.000 miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.038 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty thousand, two hundred sixty four and 00/100 dollars ($20,264.00), which does not exceed the authorized Federal pro rata share of forty thousand, five hundred twenty eight and 00/100 dollars ($40,528.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. ~~The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~
(Include reference to statute authorizing funds and probable amount annually available)

Maintenance will be by Marion County pursuant to agreement with the State dated August 17, 1956.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ____________________
Chairman, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

RECOMMENDED FOR APPROVAL:
____
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By ____________________
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-5

November 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Clear Lake Bridge Section, Project No. ER-43(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:bb

4805

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)
Clear Lake Bridge Section
Clear Lake Road
Marion County

NATURE OF WORK:
Structure (Contract and County Force Emergency Relief)

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:
4805 Johnston & Bryant 8-28-56

DATE OF COMPLETION:
100 Workdays from 9-7-56

REMARKS:

October 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Clear Lake Bridge Section, Project No. ER-43(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HMC:ia

1

Oregon State Highway Department

Federal-Aid
Project No. ER-43(1)

CLEAR LAKE BRIDGE SECTION OF THE
CLEAR LAKE ROAD IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and estimated cost of work performed by county forces.)

Salem, Oregon, Oct. 15, 1956

All Required	Preliminary Engineering	$	$ 400.00

Type Code X021
Clear Lake Bridge (Sta. 1+97.06 to Sta. 3+97.00) (Contract No. 4805)

All Required	Removal of Old Bridge	$	$ 1,500.00
2,700 lin. ft.	Furnishing Treated Timber Piling	1.40	3,780.00
54 only	Drive Timber Piles	50.00	2,700.00
240 cu. yds.	Class "A" Concrete	62.00	14,880.00
75,000 lbs.	Metal Reinforcement	0.13	9,750.00
3.7 M-FBM	Treated Timber in Place	300.00	1,110.00
		Subtotal	$ 33,720.00

Work to be Performed by County Forces

All Required	Labor, Equipment and Materials		$ 2,760.00
		Subtotal	$ 36,480.00
		10% Engr. & Cont.	3,648.00
			$ 40,128.00

Length of Structure 0.038 Mile

Summary of Funds

Item	Total Cost	Federal Funds	County Funds
Preliminary Engr.	$ 400.00	$ 200.00	$ 200.00
Construction	40,128.00	20,064.00	20,064.00
	$40,528.00	$20,264.00	$20,264.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited with the Highway Department by Marion County.

CLEAR LAKE BRIDGE

PROJECT NO. ER-43(1)

(Emergency repair work performed by county forces)

Labor	$ 870.00
Equipment	200.00
Materials	1,690.00
	$2,760.00

Oregon State Highway Department

Federal Aid
Project No. ER-43(1)

CLEAR LAKE BRIDGE SECTION OF THE CLEAR LAKE ROAD IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 31, 1956

All Required	Preliminary Engineering		$ 400.00

Type Code X021
Clear Lake Bridge (Sta. 1+97.06 to Sta. 3+97.00)

All Required	Remove Old Bridge	$	$ 2,000.00
2,700 lin. ft.	Furnishing Treated Timber Piling	1.50	4,050.00
54 only	Drive Timber Piles	60.00	3,240.00
240 cu. yds.	Class "A" Concrete	70.00	16,800.00
75,000 lbs.	Metal Reinforcement	0.13	9,750.00
3.7 M-FBM	Treated Timber in Place	400.00	1,480.00
	Subtotal		$37,320.00
	10% Engr. & Cont.		3,732.00
	Total		$41,052.00

Length of Structure 0.038 Mile

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 400.00	$ 200.00	$ 200.00
Construstion	41,052.00	20,526.00	20,526.00
	$ 41,452.00	$20,726.00	$20,726.00

JOHN A. ANDERSON, C. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE 4-4401, EXTENSION 74
SALEM, OREGON

NOTED
V. H. [illegible]

Sept. 28, 1956.

NOTED
Harold U. Ayers

Oregon State Highway Department
Salem, Oregon

Attention: Mr. John F. Hagemann

Dear Sir:

Enclosed herewith please find three copies properly executed covering cost of emergency repairs on Clear Lake Bridge in Marion County during the month of December, 1955.

Very truly yours,

John A. Anderson
p.

John A. Anderson
County Engineer

Enc.

JAA/p

NOTED
J. F. HAGEMANN

2 copies to
J. W. Nash 10/1/56
J.F.H.

RECEIVED
OCT 1 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 1 1956
[illegible]

Cost of Emergency Repairs on Clear Lake Bridge on
County Road No. 604

PAYROLL: #29282

Harry Nieman - Labor Dec. 26, 1955 10 Hrs.
" 27 " 9 " 19 Hrs. at $1.79 per hr. $34.01

Overtime 19 Hrs. at $89½¢ per hr. 17.01 $51.02

PAYROLL: #29284- 29294 Inc.

Menno Dalke Bridge Carpenter Dec. 26, 1955 - 11 Hrs.
" 27, " 9 " 20 Hrs. at $1.68 33.60

Overtime 20 Hrs. at $84¢ per hr. 16.80 $50.40

Lloyd Jarman Bridge Carpenter Dec. 26, 1955 - 10 Hrs.
" 27 " 8½
" 28 " 8
" 29 " 6
32½ Hrs. at $1.68 54.60

Overtime 18½ hrs. at $84¢ per hr. 14.99 $69.59

Arnold Kirk - Bridge Carpenter Dec. 27, 1955 - 8 Hrs.
" 28 " 8 "
" 29 " 8 "
24 Hrs. at $1.68 per hr. 40.32 $40.32

Henry Rasmussen - Bridge Carpenter Dec. 26, 1955 - 10 Hrs.
" 27 " - 9 " 19 Hrs. at $1.68 31.92

Overtime - 19 Hrs. at 84¢ per hr. 15.96
$47.88

Tom Ritchey - Bridge Carp. Dec. 26, 1955 - 9 hrs. at $1.68
" 27 " - 8 "
17 Hrs. at $1.68 per hr. 28.56

Overtime 17 Hrs. at 84¢ per hr. 14.28 $42.84

Earl E. Shade - Bridge Carp. Dec. 26, 1955 - 10 hrs.
" 27 " - 8½ "
18½ hrs. at $1.68 per hr. 31.08

Overtime 18½ hrs. at $84¢ per hr. 15.54 $46.62

Erwin Viergutz - Bridge Carp. Dec. 26, 1955 - 11 hrs.
" 27, " 10 "
21 hrs. at $1.68 per hr. 35.28

Overtime - 21 hrs. at 84¢ per hr. 17.64 $52.92

PAYROLL: #29295 - 29307 Inc.

Robt. Martin - Laborer - Dec. 27, 1955 - 8 Hrs. at $1.52 per hr. $12.16

W. J. Starzl - " - Dec. 27, 1955 - 8 hrs. at $1.63 per hr. $13.04

PAYROLL: #29313 - 29320 Inc.

Virgil R. Fahey - Laborer - Dec. 27, 1955 - 8 hrs. at $1.52 per hr. $12.16

P. C. Hunt - Laborer - Dec. 27, 1955 - 7 hrs. at $1.52 per hr. $10.64

Leo Kleczynski - Laborer - Dec. 27, 1955 - 7 hrs. at $1.52 per hr. $10.64

Melvin Monnier - Laborer - Dec. 27, 1955 - 7 hrs. at $1.52 per hr. $10.64

Sheet #2 Cost of Emergency Repairs on Clear Lake Road Bridge #3

PAYROLL: #29321 - 29356 Inc.

Kenneth Adams - Laborer - Dec. 27, 1955 - 8 Hrs.
" 28 " 8 "
" 29 " 8 "
24 Hrs. at $1.52 per hr. $36.48

O. D. Binegar - Laborer - Dec. 26, 1955 - 8 Hrs.
" 27 " - 8 "
16. hrs. at $1.79 per hr. 28.64
Overtime - 16 hrs. at 89½¢ per hr. 14.32

Arthur Mack - Laborer - Dec. 27, 1955 - 8 hrs.
" 28 " 8 "
" 29 " 8 "
24 Hrs. at $1.52 per hr. 36.48

John McAllister - Laborer - Dec. 26, 1955 - 10 Hrs.
" 27 " - 8
" 28 " - 8
26 Hrs. at $1.90 per hr. 49.40
Overtime 18 hrs. at 95¢ per hr. 17.10

Ralph McAllister - Laborer - Dec. 26, 1955 - 10 Hrs.
" 27 " 8
18 Hrs. at $1.63 per hr. $29.34
Overtime - 18 hrs. at 81½¢ per hr. 14.67 44.01

Geo. E. Willis - Laborer - Dec. 27, 1955 - 8 hrs. at $1.58 per hr. 12.64

Tony Woelke - Laborer - Dec. 26, 1955 - 9½ hrs
" 27 " 10 "
19½ hrs. at $1.79 per hr. 34.91

Overtime - 19½ hrs. at 89½¢ per hr. 17.46 52.37

Walter P. Wulff - Laborer - Dec. 27, 1955 - 8 hrs.
" 28 " 8
" 29 " 3
19 hrs. at $1.52 per hr. 28.88

W. Shelley - Laborer - Dec. 29, 1955 - 3 hrs.
" 28 " 7
" 27 " 7
17 Hrs. at $1.68 per hr. 28.56

Use of County Truck #535 - Leo McCallister Driver *International Flatbed*
Dec. 26, 1955 - 9 Hrs.
" 27 " 10 " 19 hrs. at $2.50 per hr. 47.50

Use of County Truck #541 - Jesse Carter Driver *Bantam mounted on Truck*
Dec. 26, 1955 - 11 Hrs.
" 27 " 9
" 28 " 8 28 Hrs. at $5.00 per hr. 140.00

Use of County Truck #547 - Lloyd Jarman, Driver *Ford Flatbed*
Dec. 29, 1955 - 2 Hrs. at $2.50 per hr. 5.00

Use of County Truck #533 - W. Shelley, Driver *Ford Flatbed*
Dec. 27, 1955 - 1 hr.
" 28, " - 1 hr. 2 Hrs. at $2.50 per hr. 5.00

Lumber from our Stock as follows
198-4x12-18 Rgh. at $90.00 per M 14256 ft. at $90.00 per M $1283.04

50-4x12-20 Rgh 4000 ft at $90.00 per M 360.00

400# Nails at 12¢ per lb. 48.00
$1691.04

Sheet #3 - Cost of Emergency Repairs on Clear Lake Bridge #3

Total Cost	- Labor	$867.25	
	- County owned equipment	197.50	
	- Shops materials used	1691.04	$2755.79

CERTIFICATION:

I, John A. Anderson, hereby certify that I am County Engineer; that I Have knowledge of the above described and attached claim; that said claim is true and correct; that the material and services herein specified has been furnished or rendered as stated; that the charge herefor is reasonable, and that no part thereof has been heretofore paid.

John A Anderson
County Engineer.

CERTIFICATION:

I, hereby certify that the above hourly rates are based upon the estimated annual cost of operation and maintenance and DO NOT include depreciation. These costs are checked after each year's operation to verify the hourly rates to be charged.

John A Anderson
County Engineer.

H. C. Mattson County Clerk
by Margaret Reznicek
Audit Department. Deputy

RECEIVED
SEP 26 1956
FOR FILING

ER-43 (1)

4805

September 25, 1956

Johnston & Bryant
803 East 6th St.
Newberg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4805, which was awarded to you by the State Highway Commission on August 28, covering construction of the Clear Lake Bridge on Clear Lake County Road No. 604 in Marion County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-150—10M—7-56

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

SALEM, OREGON

Marion County
Salem, Oregon

Attn: County Court

Invoice No. 47256
Date September 5, 1956
Your Req. No.
Billing Request No. cc-262
Credit distribution: 224-1112-297

Advance Deposit	18,968.00
Partial transfer county's share total cost. Clear Lake Bridge, KR-43(1), FAS 592, covered by agreement dated August, 1956	13,968.00
To be retained	$ 5,000.00

RECEIVED
SEP 7 1956
ENGINEER
COUNTY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 90055

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R JONES

NOTED
J. W. CATTRALL

August 30, 1956

Marion County Court
Courthouse
Salem, Oregon

NO[illegible] [illegible]OTED
Harold C. [illegible] H.[illegible]

Gentlemen:

This is to acknowledge receipt of an advance deposit of $18,968 in connection with the Clear Lake Bridge, ER-43(1), on FAS 592. Contract No. 4805 has been awarded to Johnston & Bryant, and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
SEP 14 1956
FOR FILING

EP. 113 (1)

4805

August 28, 1956

Johnston & Bryant
803 E. 6th St.
Newberg, Oregon

Gentlemen:

The State Highway Commission on August 17, 1956, accepted your proposal for construction of Clear Lake Bridge on Clear Lake County Road No. 604 in Marion County for the sum of $33,720.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4805.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: R. G. Savage
Tom Edwards
S. H. Probert
P. M. Stephenson
Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

NOTED
J. Mc C.

RECEIVED
SEP 14 1956
FOR FILING

FC-115(1)

4805

August 28, 1956

Johnston & Bryant
803 E. 6th St.
Newberg, Oregon

Gentlemen:

The State Highway Commission on August 17, 1956, accepted your proposal for construction of Clear Lake Bridge on Clear Lake County Road No. 604 in Marion County for the sum of $35,720.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4805.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

eam

cc: R. G. Savage
Tom Edwards
S. H. Probert
P. M. Stephenson
Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

NOTED
J. Mc C.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

[illegible]ESTIC SERVICE
[illegible]eck the class of service desired; otherwise this message will be sent as a fast telegram
- TELEGRAM ☐
- DAY LETTER ☐
- NIGHT LETTER ☐

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
- FULL RATE ☐
- LETTER TELEGRAM ☐
- SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 28, 1956
10:10 A. M.

Johnston & Bryant
803 E. 6th St.
Newberg, Oregon

Contract for Clear Lake Bridge in Marion County for which you submitted low bid on August 17, 1956, awarded you today.

Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
✓Accounting (5003-900)
Files
C. W. Head

Forrest Cooper
Deputy State Highway Engineer

CAG/kcs

RECEIVED
SEP 6 1956
FOR FILING

ER-43(1)

4805

August 28, 1956

ER-43(1)

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
208 State Highway Building
Salem, Oregon

Dear Sir:

RE: Clear Lake Bridge
FAP Ore. ER-43(1)

On August 17, 1956 the Highway Commission accepted the low bid of Johnston & Bryant of Newberg, Oregon, $[illegible]3,720.00, for the above project and instructed the engineer to award the contract to said bidder as soon as certain financial arrangements with Marion County were completed. These financial arrangements have been completed to the satisfaction of the engineer and we propose to award the contract as of this date. May we have your concurrence on the award of this contract.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

CAG/kcs

RECEIVED
AUG 2? 1956
FOR FILING

ER-43(1)

4805

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1956

SUBJECT: Marion County Advance Deposit:
Clear Lake Bridge,
ER-43(1), FAS 592

To: Mr. P. M. Stephenson
OFFICE

We have received this date Marion County's advance deposit of $18,968 in connection with the subject project. This project is now clear for awarding of a contract.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: G. S. Paxson ✓

RECEIVED
AUG 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 27 1956
FOR FILING

ER-43(1)

4805

August 24, 1956

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Marion County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Marion County covering the Clear Lake Bridge Section, ER-43(1), FAS 592 in Marion County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
AUG 30 1956
FOR FILING

ER-43(1)
4805

Maint.-286
Fin.-137

files

Salem, Oregon
August 24, 1956

Agreements, Marion County
Clear Lake Bridge Section
ER-43(1), FAS 592

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Marion County covering the Clear Lake Bridge Section, ER-43(1), FAS 592.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Marion County.

Secretary

FH
Attach: 5

FORM 230—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1956

SUBJECT: Agreements, Marion County
Clear Lake Bridge Section
ER-43(1), FAS 592

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the subject project. This is an emergency relief project.

Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on July 12, 1956.

John D Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Aug 13, 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE 7-12-56 Agenda Item 4g
Secretary

RECEIVED
AUG 13 1956
OFFICE OF
STATE HIGHWAY ENGINEER

JOHN A. ANDERSON, C. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE 4-4401, EXTENSION 74
SALEM, OREGON

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Cattrall ✓

NOT
Harold C. A.

Aug. 21, 1956

Hon. County Court of Marion County
Salem, Oregon

Gentlemen:

In reply to the August 17, 1956 letter from Mr. John Cattrall's office concerning the Clear Lake Bridge, ER-43 (1), we are pleased to inform you that right-of-way has been secured and is recorded in Vol. 490 Page 783 of the Deed Records of Marion County, Oregon.

Attached is a claim for $18,968.00 as advance payment for this bridge.

Very truly yours,

John A. Anderson
County Engineer

JAA/p

Copy [illegible]

Marion Co. Warrant No. 36599
for $18968.00 to Acctg Div.
advance fund 8-28-56
F Query

RECEIVED
AUG 28 1956

RECEIVED
AUG 28 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R JONES

August 17, 1956

NOTED
Harold C. [illegible]

Marion County Court
Courthouse
Salem, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

On August 17th the Highway Commission received a satisfactory bid from Johnston & Bryant of Newberg for construction of the Clear Lake Bridge, ER-43(1), on FAS 592. In accordance with the agreement between county and state the following advance deposit is required from the county prior to award of a contract:

Bid items	$33,720.00
12-1/2% engineering & contingencies	4,215.00
Estimated total cost...............	$37,935.00
Advance Deposit of 50%............	$18,968.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $18,968, forwarding same to this office. Upon receipt of said deposit and a letter certifying that all right-of-way has been obtained, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

Cont # 4805
224-1112

JFH:mm

cc: Mr. John Anderson, County Engineer

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 19, 1956

NOTED
J. W. CATTRALL

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Anderson:

Reference is made to the Clear Lake Bridge on FAS 592 which was approved for construction as an emergency relief project and has been designated Oregon Project ER-43(1).

We have been advised by our bridge division that they are endeavoring to prepare the plans and specifications in time to accept bids at the next Highway Commission meeting on August 16 and 17. The estimated cost of this structure is approximately $43,000 which would be shared on an approximately fifty-fifty basis by the Federal Government and Marion County. An advance deposit of 50% of the estimated cost based on the low bid received will be required from the county prior to awarding of a contract. Please treat the above estimate as confidential.

Also included in the emergency relief project as approved was an item of $2,500 for emergency repairs to the existing bridge which were performed by county forces. The county will be able to collect 50% of all its costs for this work; however, an itemized cost statement broken down into costs of labor, materials, and equipment rental will be required as a basis of payment. The county must have cost records to support these costs in the event the Bureau of Public Roads makes an audit.

Enclosed is a copy of the State Highway Department equipment rental rates which may be used if the county has no established rental rates of its own.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

May 1, 1956

Marion County Court
Courthouse
Salem, Oregon

FAS 592, Project ER-43(1)

Gentlemen:

This is to advise that the Bureau of Public Roads approved effective April 16th the replacement of the Clear Lake Bridge which was washed out during the December flood. The project as approved is limited to the bridge only and has been assigned Project Number ER-43(1).

No Federal funds will be available for this project until the current Congress passes a Federal aid highway bill; however, when such funds are available the County will be eligible for reimbursement of up to 50% of the total actual costs.

As, by Federal regulation, the State Highway Department will act as the collecting agency, an agreement between State and County covering this matter will be required. As soon as such an agreement has been prepared you will be contacted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

2/29/56

Marion County: E.R. Fund Project
Clear Lake Overflow Bridge Section
FAS Route 592
Estimated Cost:

Preliminary Engineering	$ 1,500
Construction Cost......	62,500
Total..................	$64,000

This section of road is located approximately 2.7 miles north and west of the northerly junction of FAS 592 with FAS 159 and encompasses a bridge over an overflow swale and road approaches on each side totaling 0.5 mile. The existing road has an 18' wide oil mat wearing surface with 2' to 3' shoulders and the existing bridge is a 300' long pile trestle with a horizontal clearance of 19'-9". Both the road and bridge have a low grade line which periodically is covered by flood waters.

In the last twenty years this section of road has been closed by high water during flood stage of the Willamette River which overflows into Clear Lake which in turn overflows along the swale crossed by the road. Ground water runoff from the area around and north of Keizer School also contributes materially to this flood condition. This section of road has been inundated by flood waters eleven times in the last twenty years. This occurred in 1936, 1937, 1943, 1945, 1946, 1948, 1949, 1950, 1951, 1953, and the recent flood of December, 1955. In December of 1955 the bridge deck and stringers were lifted from the bents and moved some 50- to 60 feetfrom the bridge foundations. The people residing in the area north and west of this bridge were isolated for five days - three by high water and two while emergency repairs were being made to the bridge. No other way out is available for the residents of this area which comprises some 12 or 14 large, highly productive farms. The only other road leading to the area (a continuation of FAS 592) is blocked in numerous low places by flood water prior to flooding of the section proposed for improvement. This route is a farm to market, mail, and school bus route.

The proposed project is to construct a new bridge and road approaches to an elevation above high water, generally following the present alignment. The structure will be reinforced concrete on treated piling with a horizontal clearance of 24'. The finished roadway will have a type O-11 oil mat wearing surface 20' in width with 2' shoulders. The entire project would be engineered by the State Highway Department and constructed by contract. The estimated cost of the new construction is $60,000. The cost of emergency repairs to the bridge which were performed by county forces was $2,500. These repairs consisted of placing new timber stringers and deck, using some material salvaged from the old deck, on the existing pile bents.

JFH:mm

S-315(1) Indian Cr.-Windmaster Corner 1956
Sec. of the Brookside Dr. Rd.

#4806

Fas 663
Hood R Co
(1956)

Contract [illegible]
8-312 (1)

NOTED
H. S. COX

Mr. Carlos Van Elsberg
Director of Public Works
Post Office Box 457
Hood River, Oregon 97031

November 5, 1969

Dear Mr. Elsberg:

I am sending you a copy of drawings No. 8B-1-24 and No. 1R-5-907, plus copies of options, all covering the right-of-way to have been acquired for the Indian Creek-Windmaster Corner Section of Brookside Drive, FAS 663. There is also enclosed a set of plans showing the section of road as constructed.

In addition to the above, I am sending copies of correspondence chronologically covering right-of-way negotiations between this office and Hood River County from May to August, 1956. You will note that eight options (Nos. 24876 through 24883) were originally sent to the County. Four of these options (Nos. 24877, 24878, 24879, 24881) were later revised and one option (No. 24880) was deleted because the County requested a change in alignment in order to save certain irrigation facilities. We can only assume from Judge Hukari's letter of August 28, 1956, that the County only obtained signed options and did not complete the transactions by obtaining signed deeds and recording same, giving the County title to the right-of-way.

I trust that the enclosed materials will help to solve your problem and if we can be of further assistance, please advise.

Very truly yours,

H. S. Cox
County-City Engineer

By: Robert H. Prange
Field Engineer

RHP:ljt
Enclosures

NOTED
HAROLD
REYNOLDSON

NOTED
[illegible] J. HOLMES

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
R. H. PRANGE

January 24, 1969

Mr. Carlos Van Elsberg
Director of Public Works
Hood River County Road Department
P.O. Box 457
Hood River, Oregon 97031

Indian Creek-Winchester Corner Section
FAS 663
Map 8B-1-24

Dear Carlos:

Copies of the options and some of the correspondence which you requested for subject project are enclosed.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD REYNOLDSON

HR
Harold Reynoldson
Planning Engineer

HR:sb
Enc.

NOTED
MAINOR C. HOLMES

NOTED
[illegible]

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

Form A-150—10M—6-57

NOTED
V. R. JONES

NOTED
Harold C. Ayers

INVOICE
Oregon State Highway Department
SALEM, OREGON

RECEIVED
OCT 23 1957

Hood River County
Hood River, Oregon

Attn: County Court

RECEIVED
OCT 23 1957

Invoice No. 53076

Date October 22, 1957

Your Req. No.

Billing Request No. CC 365

Credit Distribution: 51b-1037-297

Final billing: Indian Creek-Windmaster Corner Section, FAS 663,
covered by agreement dated 8/17/56.

Original advance deposit	6,125.00	
Less amount previously transferred	5,125.00	
Balance in advance deposit fund		1,000.00
County share total cost as per attached statement	5,921.12	
Less amount previously transferred	5,125.00	
Balance		796.12
To be refunded		$203.88

NOTED
JOHN D. GRAHAM

NOTED
John F. Ha

NOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $

By

State Printing 4306

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
V. R. JONES

October 22, 1957

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Indian Creek-Windmaster Corner section of FAS 663. As shown in the attached itemized statement of cost, the agreed county share of these costs is $5,921.12 and, as the county initially deposited $6,125, a refund of $203.88 is due. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

Completed 5/7/57
ITEMIZED STATEMENT OF FINAL COSTS

County Hood River Contract No. 4806 Date 10/22/57

FAS 663 Section Indian Creek-Windmaster Corner

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to Contractor as shown in attached tabulation- - - - -				$27,809.53
Construction Engineering- - - - - - - - - - - - - - - - -				$ 2,532.71
TOTAL CONSTRUCTION COSTS - - - - - - - - - -				$30,342.24
FEDERAL FUNDS COLLECTED FOR PROJECT - - - - -				$18,500.00

AGREED COUNTY SHARE OF COSTS
(50% of difference between total costs and federal funds)

($30,342.24 - $18,500) x 1/2 = $5,921.12

County Advance Deposit - - -	$6,125.00
Less Agreed County Share- - -	5,921.12
REFUND DUE COUNTY - - - - - -	$ 203.88

JFB:mm

July 8,

STATE OF OREGON,
To BUTLER BROTHERS, INC., Dr.

County	Hood River	Postoffice address	Portland, Oregon
Highway	Brookside Drive Road	Work done to May 7, 1957	Contract No. [illegible]
Section	Indian Creek - Windmaster Corner	Prefix No. [illegible]	Estimate No. 5 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present A
1. Clearing and grubbing	all	2500.00	100%	2,500.00	2,500.00	-
2. Drainage excav., unclass.	c.y.	3.00	105.3	315.90	315.90	-
3. General excav., unclass.	c.y.	.50	6,464.3	3,232.15	3,235.00	- 2.[illegible]
4. Finishing R/W & slopes	mile	500.00	.84	420.00	425.00	- 5.[illegible]
5. 12" Concrete pipe	l.f.	4.00	498	1,992.00	1,992.00	-
6. 18" Concrete pipe	l.f.	6.00	147	882.00	882.00	-
7. Haul & Plac. 2"-0 mat'l in base	c.y.	1.80	4,015	7,227.00	7,227.00	-
9. Haul & plac. 3/4"-0 mat'l in base	c.y.	2.00	1,032	2,064.00	2,064.00	-
10. Sprinkling	M/gal.	3.00	48	144.00	144.00	-
11. Preparation of base	mile	400.00	.84	336.00	340.00	- 4.[illegible]
12. Haul. & plac. 3/4"-0 mat'l in binder course	c.y.	4.00	128	512.00	512.00	-
13. Hauling aggregates	yd.mi.	.25	6,280	1,570.00	1,570.00	-
14. Placing aggregates	c.y.	4.00	646	2,584.00	2,584.00	-
15. RC-3 Asphalt	ton	60.00	19.48	1,168.80	1,168.80	-
17. RC-1 Asphalt	ton	60.00	11.44	686.40	686.40	-
FA&1 120-150 Asphalt	ton	55.00	38.51	2,118.05	2,118.05	-
Force Account (Flagging)				57.23	57.23	-
Audited and approved by	Totals			27,809.53	27,821.38	- 11.[illegible]
	% Retained				[illegible]	[illegible]

1. Clearing and grubbing	L.S.	2500.00	100%	2,500.00	2,500.00	-	
2. Drainage excav., unclass.	c.y.	3.00	105.3	315.90	315.90	-	
3. General excav., unclass.	c.y.	.50	6,464.3	3,232.15	3,235.00	-	2.
4. Finishing R/W & slopes	mile	500.00	.84	420.00	425.00	-	5.
5. 12" Concrete pipe	l.f.	4.00	498	1,992.00	1,992.00	-	
6. 18" Concrete pipe	l.f.	6.00	147	882.00	882.00	-	
7. Haul & Plac. 2"-0 mat'l in base	c.y.	1.80	4,015	7,227.00	7,227.00	-	
9. Haul & plac. 3/4"-0 mat'l in base	c.y.	2.00	1,042	2,084.00	2,084.00	-	
10. Sprinkling	M/gal.	3.00	48	144.00	144.00	-	
11. Preparation of base	mile	400.00	.84	336.00	340.00	-	4.
12. Haul. & plac. 3/4"-0 mat'l in binder course	c.y.	4.00	128	512.00	512.00	-	
13. Hauling aggregates	yd.mi.	.25	6,280	1,570.00	1,570.00	-	
14. Placing aggregates	c.y.	4.00	646	2,584.00	2,584.00	-	
15. RC-3 Asphalt	ton	60.00	19.48	1,168.80	1,168.80	-	
17. RC-1 Asphalt	ton	60.00	11.44	686.40	686.40	-	
PA&1 120-150 Asphalt	ton	55.00	38.51	2,118.05	2,118.05	-	
Force Account (Flagging)				57.23	57.23	-	

Audited and approved by	Totals	27,829.53	27,821.38	- 11.
Period covered To 5/1/51	3 % Retained	-	834.64	834.
Items Contr. 4806 – Sch. & Final	Total Payments	27,829.53	26,986.74	829.

Computed by J. Goin
H. Calloway
Checked by

To be paid contractors, this estimate, $ 829.7

Engineer H. D. Olson

Previous Voucher No. [illegible]

State Printing

RECEIVED
OCT 2? 1957
FOR FILING

W. C. Williams

W. C. WILLIAMS

Indian Cr.-Windmaster Corner
Contract #4806

FINAL COST ANALYSIS
Grading and Oiling
Babler Bros., Inc.
M.D. Glenn, Res. Engineer

October 21, 1957
Brookside Drive Road
Prefix 514-1037

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$2,500.00	$----	$1,808.11	$2,500.00
Drainage Excavation, Unclass.	105.3	C.Y.	3.00	2.54	267.56	315.90
General Excavation,Unclass.	6,464.3	C.Y.	.50	.29	1,902.03	3,232.15
Finishing R/B & Slpes.	.84	Mile	500.00	613.30	515.18	420.00
12" Concrete Pipe	498	L.F.	4.00	1.64	817.74	1,992.00
18" Concrete Pipe	147	L.F.	6.00	2.69	396.42	882.00
Haul & Place 2"-0 Mat'l. in Base	4,015	C.Y.	1.80	1.25	5,017.65	7,227.00
Haul & Place 3/4"-0 Mat'l. in Base	1,032	C.Y.	2.00	1.25	1,289.87	2,064.00
Sprinkling	48	M/Gal.	3.00	3.88	186.40	144.00
Preparation of Base	.84	Mile	400.00	490.70	412.19	336.00
Haul & Place 3/4"-0 Mat'l. in Binder Crse.	128	C.Y.	4.00	3.69	473.14	512.00
Hauling Aggregates	6,280	Yd.Mle.	.25	0.15	948.37	1,570.00
Placing Aggregates	646	C.Y.	4.00	1.85	1,197.18	2,584.00
RC-3 Asphalt	19.48	Ton	60.00	36.23	705.85	1,168.80
RS-1 Asphalt	11.44	Ton	60.00	36.35	415.88	686.40
PA#1 120-150 Asphalt	38.51	Ton	55.00	34.01	1,309.63	2,118.05
Force Account (State participation of flagging)					57.23	57.23
					$17,720.43	$27,809.53

Gross Revenue $27,809.53

Total Cost 17,720.43

Net Profit 10,089.10

Net profit equals 36.27% of gross revenue.

DETAIL OF COST

LABOR				
Labor and supervision		$3,726.12		
Labor insurance		195.05		
Health and welfare		121.31		
			$4,042.48	
EQUIPMENT RENTAL & MISC. SUPPLIES				
Equipment rental, owned		4,326.32		
Equipment rental, hired operated		4,674.70		
Gas, oil and grease		551.97		
Move in		776.80		
Freight on asphalt		260.45		
Bond and insurance		204.88		
Small tools and misc. supplies		42.89		
Home office and general overhead		195.08		
			$11,033.09	
MATERIALS				
RC-3 asphalt,	19.48 Ton at $27.25	530.83		
120-150 asphalt,	38.51 Ton at 24.50	943.50		
RS-1 asphalt,	11.44 Ton at 27.00	308.88		
12" concrete pipe,	498 Feet at 1.10	545.60		
18" concrete pipe,	147 Feet at 2.15	316.05		
			$2,644.86	
				$17,720.43

REMARKS:

This was a "Federal Aid Secondary Project" consisting of the construction of 0.84 mile of highway roadbed, involving 6,464.3 cubic yards of excavation , construction of 0.84 mile of crushed stone base and shoulders, involving 5,047 cubic yards of crushed rock materials, and construction of 0.84 mile of type O-11 oil mat wearing surface with binder course.

This project was first advertised and bid June 5, 1956, and cancelled by the Highway Commission at the request of the County Court of Hood River County.

Plans were revised, and re-advertised. This project was bid August 17, 1956, and awarded August 29, 1956. 109 workdays were allowed for completion.

The contractor moved in his equipment and crew and began clearing on Tuesday, October 16, 1956. Clearing was completed, and two 18" culverts installed the following week.

Rainy weather delayed the constractor somewhat, but he was able to complete all culvert installations, all excavation with the exception of the cut on the easterly side of Station 34 and 38+50, which was delayed until spring of 1957, and the placing of 66% of the base materials by November 17, 1956. The project then had to be left until 1957 for completion.

The crushed materials were hauled by the Transport Service using 25 cubic yard capacity truck train cross dumps, making the cost of hauling average $.81 a cubic yard.

The project was resumed on April 30, 1957. The contractor completed the base and shot and placed the binder course by Friday, May 3.

The O-11 oil mat was placed and completed Tuesday the following week. The final seal and clean up was completed during the rest of the week.

The large amount of profit is reflected in the cost of operations, and materials, compared to the amount bid per bid items.

M. N. Juve
Chief Cost Analyst

By

Gordon K. Hanson

fixes

RECEIVED
JUL 26 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 24, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4806	5-Final	Babler Brothers, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16122	H-186507	$ 822.79	7/24/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 109 Workdays from 9-8-56

Time Extensions: None

Completion Date: May 7, 1957

Date Accepted: May 16, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: July 24, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUL [illegible]

Ruth Rawlings

RECEIVED
JUL 12 1957
FOR FILING

[illegible] (1)

4[illegible]

July 12, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: Mr. G. H. Burnett

Gentlemen:

State Highway Contract No. 4806 for work performed on the Indian Creek-Windmaster Corner Section of the Brookside Drive Road in Hood River County was completed by the contractor, Babler Brothers, Inc., on May 7, 1957 and was formally accepted by the Highway Commission on May 16, 1957.

Final payment in the amount of $822.79 will be released to the contractor on or after July 22. The total contract amount is $27,809.53, of which amount $57.23 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

NOTED ON CARD
cm

RECEIVED
JUN 25 1957
FOR FILING

4806

June 25, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: Mr. G. H. Burnett

Gentlemen:

It is the intention of the State Highway Commission to release to Babler Bros., Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4806, for grading and oiling on the Indian Creek-Windmaster Corner Section of the Brookside Drive Road in Hood River County.

This payment, in the amount of $8,375.42, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $834.64. The present payment will be released on or after July 5, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
gm

RECEIVED
JUN 25 1957
FOR FILING

4806

June 25, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: Mr. G. H. Burnett

Gentlemen:

It is the intention of the State Highway Commission to release to Babler Bros., Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4806, for grading and oiling on the Indian Creek-Windmaster Corner Section of the Brookside Drive Road in Hood River County.

This payment, in the amount of $8,375.42, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $834.64. The present payment will be released on or after July 5, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
gm

NOTED
Harold C. Ayers

May 24, 1957

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
V. R. JONES

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 4806, Indian Creek-Windmaster Corner Section of FAS 663 was completed on May 7, 1957.

Under the terms of the maintenance agreement signed by the Court on May 25, 1956, and by the Highway Commission on June 5, 1956, the County assumed maintenance of and continued jurisdiction over the above named project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
MAY 15 1957
FOR FILING

S-315(1)

4806

May 14, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 7, 1957 on Contract No. 4806, Indian Creek-Windmaster Corner Section in Hood River County, in connection with Federal Aid Project No. S-315(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Clarence O. Swenson

DBP:cr

Form E-1—[illegible]—12-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 11, 1957, 19

Section Indian Creek-Windmaster Corner

Highway Brookside Dr. County County Hood River

Contractor Babler Bros. Inc.

Date of contract August 29, 1956, 19

Date work started October 29, 1956, 19

Project authorization $30,632.63

Exclusive of engineering $28,454.31

Kind of work Grading-Oiling

Section prefix 514-1037

Contract number 4806

Specified work days 109

Work days used 48

Per cent of time elapsed 44 %

Estimated cost of completed project, exclusive of engineering . . . . $ 28,454

Estimated per cent overrun or underrun . . . . %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization $2,176.32

Engineering cost to date $2,100, 96 %

Date project was completed May 11, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed 0-11 oil mat Tuesday and cleanup of project. Returned this week end and broomed final seal.

Final Report

Noted
M. N. Juve

Ey B

Signed MDGlenn M.D. Glenn

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAI ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.85			0.85	
Miles partially completed	~~0.85x~~				
Miles completed	0.85			0.85	
Total estimated quantities (contract)	7,200	4,800		600	
Total quantities corrected to date	6,600	5,047		774	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		10			
Average force on project for week		16			

Men 10

Supervision 1

Men and trucks under 3 tons 5

Men and trucks over 3 tons 2

Men and tractors

Equipment used during week: Shovels ...., Power graders 1......., Rollers ....1..., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., 1 Hoff Loader, 1 Distributor . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Showers		
Thursday	Cloudy		
Friday	Fair		
Saturday	Cloudy		

A

RECEIVED
NOV 30 1956
FOR FILING
S-315(1)
4806

CPRB-2299

FORM PR-3 (October 1954)
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oreg
County Hood River
Project No. S-315(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 15th day of November, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 10th day of May, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.846 miles of grading, draining and 2-lane intermediate type surfacing,
(Character of work)

between Hood River and Windmaster Corner,
(Control points)

consisting of 0.846 miles of roadway and no bridges [illegible] [illegible]
(Number)
[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eighteen thousand, five hundred and 00/100 dollars ($18,500.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is twenty nine thousand, nine hundred fifty one and 90/100 dollars ($29,951.90).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

November 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Bldg.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Indian Creek-Windmaster Corner Section, Project No. S-315(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RWG:bb

November 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Bldg.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Indian Creek-Winchester Corner Section, Project No. S-315(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:bb

4806

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Indian Creek - Windmaster Corner Section
Brookside Drive Road
Hood River County

NATURE OF WORK:

Grade and Oil Mat Surfacing

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:
4806 Babler Bros., Inc. 8-29-56

DATE OF COMPLETION:
109 Workdays from 9-8-56

REMARKS:

October 2, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as a basis for project agreement for the Indian Creek-Windmaster Corner Section, Project No. S-315(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:ia

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-315(1)

INDIAN CREEK-WINDMASTER CORNER SECTION

OF THE BROOKSIDE DRIVE ROAD IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 28, 1956

Type Code 5231
Roadway (Sta. 1+50 to Sta. 44+50)(Contract No. 4806)

All Required	Clearing and Grubbing	$	$ 2,500.00
130 cu. yds.	Drainage Excavation, Unclassified	3.00	390.00
7,200 cu. yds.	General Excavation, Unclassified	0.50	3,600.00
0.85 mile	Finishing Roadbed and Slopes	500.00	425.00
430 lin. ft.	12-inch Concrete Pipe	4.00	1,720.00
130 lin. ft.	18-inch Concrete Pipe	6.00	780.00
30 lin. ft.	24-inch Concrete Pipe	10.00	300.00
3,830 cu. yds.	Hauling & Placing 2" - 0 Material in Base	1.80	6,894.00
1,040 cu. yds.	Hauling & Placing 3/4" - 0 Material in Base	2.00	2,080.00
130 M-gals.	Sprinkling	3.00	390.00
0.85 mile	Preparation of Base	400.00	340.00
100 cu. yds.	Hauling & Placing 3/4" - 0 Material in Binder Course	4.00	400.00
5,400 yd. mi.	Hauling Aggregates	0.25	1,350.00
520 cu. yds.	Placing Aggregates	4.00	2,080.00
16 tons	RC-3 Asphalt	60.00	960.00
40 tons	150-200 Asphalt	55.00	2,200.00
12 tons	RS-1 Asphalt	60.00	720.00
			$ 27,129.00
All Required	Flagging (57½% of Contractor's Cost)		100.00
		Subtotal	$ 27,229.00
		10% Engr. & Cont.	2,722.90
		Total	$ 29,951.90

Length of Roadway 0.846 mile
Cost of Roadway Per Mi. $35,404.13

Federal Funds..	$ 18,500.00
State Funds..	5,725.95
County Funds..	5,725.95
	$ 29,951.90

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Hood River County with the Highway Department.

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1956

SUBJECT: County FAS Projects
August 16-17 Letting

To: Mr. S. H. Probert
O F F I C E

Attention: Mr. J. W. Nash

The following County FAS projects, upon which bids were received August 16th and 17th, are covered by agreements which require collection of the full Federal participation on total costs up to the sum set after each project:

County	Section	Project	Amount
Hood River	Indian Creek-Windmaster Corner	S-315(1)	$ 35,000
Josephine	Slate Creek Bridge	S-324(1)	$ 25,000
Klamath	Lost River and Main Canal Bridges	S-316(1) S-317(1)	$106,000
Union	Iowa School-La Grande	S-326(1)	Federal funds Programed $ 72,000

J. F. H.
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

RECEIVED
OCT 23 1956
FOR FILING

S-315(1)

~~4808~~ 4806

October 22, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 16, 1956, on contract No. 4806, Indian Creek-Windmaster Corner Section, in Hood River County, in connection with Federal Aid Project No. S-315(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DDP:ch

RECEIVED
SEP 26 1956
FOR FILING

S-315(1)

4806

September 26, 1956

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4806, which was awarded to you by the State Highway Commission, covering the Indian Creek-Windmaster Corner Section of the Brookside Drive Road in Hood River County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
1956
FOR FILING

FORM E-80X—50M—11-55—50238
2-315(1)

4806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1956

SUBJECT: Indian Creek-Windmaster
Brookside Drive-County Road
Contract No. 4806

To: Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 151
Bend, Oregon

Reference is made to Laboratory Report No. 401901, dated September 19, 1956 showing 22.6 percent excess material passing the 3/4" screen for the 1¼"-3/4" crushed rock being produced at the Trout Creek Quarry for oiling aggregate. It is suggested that site-screening would assist the resident engineer in spotting a discrepancy of this magnitude.

If the sample was taken from the stockpile, the sample may reflect segregation of material as it was placed in the stockpile. A discussion of aggregate sampling is attached for the information of the resident engineer and his inspector.

Will you please instruct the resident engineer to have the contractor adjust his plant operation so that acceptable 1¼"-3/4" material can be produced.

Also, will you please have the resident engineer resubmit samples of improved aggregate so marked that it is clear they represent corrected crushed rock material.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY-WCH:jc

Attach.

cc Forrest Cooper ✓
Ray Webber

NOTED
FORREST COOPER

RECEIVED
SEP 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-190—10M—7-56

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Hood River County
Hood River, Oregon

Invoice No. 47257

Date September 5, 1956

Your Req. No.

Billing Request No. cc-261

Credit distribution: 514-1037-297

	Advance Deposit	6,125.00
Partial transfer county's share total cost. Indian Creek - Windmaster Corner Section, FAS 663, covered by agreement dated August, 1956		
		5,125.00
	To be retained	$1,000.00

RECEIVED
SEP 7 1956
ENGINEER
CO[illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 96055

JDG:mm

cc: G. S. Paxson ✓

RECEIVED
[illegible] 29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1956
FOR FILING

FORM E-20X—50,000—10-54—7946
S-315(11)
4806

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
G. S. PAXSON

Salem, Oregon
August 29, 1956

SUBJECT: FAS 663, Hood River County
Indian Creek-Windmaster Corner Section

To: Mr. S. H. Probert
OFFICE

On August 24th we received Hood River County's deposit for the Indian Creek-Windmaster Corner section FAS project. This date we received a letter stating that all right-of-way for the project has been obtained so the project is now clear for award of a contract.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm

cc: G. S. Paxson ✓

RECEIVED
AUG 29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

HOOD RIVER COUNTY COURT

ARVO A. HUKARI, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
EARL A. MOORE, COUNTY COMMISSIONER

HOOD RIVER, OREGON

August 28, 1956

Mr. Cattrell
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The options on the Windmaster-Indian Creek Section of Brookside Drive are signed with the exception of Merle Markley, who will sign, but is away in service with the Navy. He will sign when the option reaches him. Borchard and Margaret Von Lubkin have agreed to sign the option after some minor changes were agreed upon between Mr. Glenn, Mr. Perkins, County Engineer and Mr. Von Lubkin.

In the case of the Von Lubkins and the Markleys, the condemnation papers were filed in the County Clerks Office at 10:00 A.M. August 28, 1956. There will be no difficulties with the above two cases as they have agreed to sign and the compensation for Right-of-Way has been agreed upon by all parties.

Sincerely,

Arvo A. Hukari

Arvo A. Hukari
County Judge

AAH:mg

RECEIVED
AUG 29 1956
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
[illegible]
STATE [illegible] COMMISSION

RECEIVED
SEP 11 1956
FOR FILING
S-315 (1)
4806

August 29, 1956

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on August 17, 1956 accepted your proposal for grading and oiling the Indian Creek-Windmaster Corner Section of the Brookside Drive Road, Hood River County, for the sum of $27,129 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4806.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Attn: Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

NOTED
J. Mc C.

RECEIVED
SEP 11 1956
FOR FILING

S-315 (1)

[illegible]

August 29, 1956

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on August 17, 1956 accepted your proposal for grading and oiling the Indian Creek-Windmaster Corner Section of the Brookside Drive Road, Hood River County, for the sum of $27,129 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4806.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Attn: Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

NOTED
J. Mc C.

D

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 29, 1956
10:30 A. M.

Babler Bros., Inc.
4617 S.E. Milwaukie Ave.
Portland, Oregon

Contract for Indian Creek-Windmaster Corner Section of Brookside Drive Road, Hood River County, for which you submitted low bid on August 17, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Files ✓
C. W. Head

Secretary

rn
Attach: 1

RECEIVED
AUG 30 1956
FOR FILING
S-315(1)
4:06

22-134

Salem, Oregon
August 27, 1956

Finance Agreement, Hood River County
Indian Creek-Windmaster Corner Sec.
S-315(1), FAS 663

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto is a conformed copy of a finance agreement with Hood River County covering the Indian Creek-Windmaster Corner Section, S-315(1), FAS 663.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Hood River County.

Secretary

rn
Attach: 1

FORM E.O—80M—2-55—62986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1956

SUBJECT: Finance Agreement, Hood River County
Indian Creek-Windmaster Corner Section
S-315(1), FAS 663

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the subject named project.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 19, 1955.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Aug 14 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-19-55 Minute Page 36
Secretary

RECEIVED
AUG 14 1956
OFFICE OF
STATE HIGHWAY ENGINEER

HOOD RIVER COUNTY COURT

HOOD RIVER, OREGON

ARVO A. HUKARI, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
EARL A. MOORE, COUNTY COMMISSIONER

August 10, 1956

NOTED
V. R JONES

NOT[illegible]
Harold C. [illegible]

NOTED
J. W. CATTRALL

[illegible]

Mr. John Hagemann
Oregon State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

We are enclosing the signed agreements covering the Indian Creek-Windmaster Section of FAS 663. District Attorney Abraham hopes to have the condemnation papers completed by the 16th, with the possible exception of one on which the title report is not yet complete. We think after three of the property owners in question are served today, the others will sign without going through condemnation proceddings.

Yours very truly,

Arvo A Hukari

Arvo A. Hukari,
County Judge

AAH:mg

Enclosure

RECEIVED
AUG 13 1956
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 28 1956
FOR FILING

S-315(1)

4806

August 27, 1956

County Court of Hood River
Court House
Hood River, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Hood River County a fully executed copy of a finance agreement between the State Highway Commission and Hood River County covering the Indian Creek-Windmaster Corner Section, S-315(1), FAS 663.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

NOTED
Harold C. Ayers

August 21, 1956

NOTED
J. W. CATTRALL

Honorable Arvo A. Hukari
Hood River County Judge
Courthouse
Hood River, Oregon

NOTED
V. R. JONES

NOTED
J. F. HAGEMANN

Dear Judge:

As per our telephone conversation of this date, attached are four re-typed option forms in quadruplicate covering the right-of-way to be acquired on the Indian Creek-Windmaster Corner project on FAS 663.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County & City Relations

JWC:mm
Att.

FORM 230—12½M—6-55—68209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1956

SUBJECT: Options

To:

John Cattrall
City and County Relations Engineer
OFFICE

Attached you will find 4 retyped option forms in quadruplet covering Right of Way to be acquired in connection with Indian Creek - Windmaster Corner Section of the Brookside Drive County Road in Hood River County.

These were retyped upon instructions from Assistant Highway Counsel R. L. May, who advised us Hood River had misplaced the original forms. The County's photo copy of the Title Reports are also attached.

File No.	Name	Area
24879 Rev.	Alma Hinrichs	0.53 acre
24878 Rev.	Max Hinrichs	0.04 acre
24877 Rev.	F. Borchard Von Lubken et ux	0.08 acre
24883 Rev.	Laura Hinrichs Baker	0.20 acre

Very truly yours,

EFS

Earl F. Saling,
Right of Way Office Manager

MM:br
Encl. 4 option forms, 4 title report

cc- R. L. Porter
cc~~- Title Section~~

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

August 17, 1956

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
Harold C. [illegible]

Gentlemen:

On August 17th the Highway Commission received a satisfactory bid from Babler Bros., Inc. of Portland for construction of the Indian Creek-Windmaster Corner section of FAS 663. In accordance with the agreement between county and state the following advance deposit is required from the county prior to awarding of a contract:

Bid Items	$27,129.00
Additional Anticipated Items Flagging	100.00
12-1/2% Engineering & Contingencies	3,403.63
Estimated Total Cost..............	$30,632.63
Advance Deposit of 20%............	$ 6,125.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $6,125, forwarding same to this office. Upon receipt of said deposit and a letter certifying that all right-of-way has either been obtained, optioned, or condemned, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

Cont # 4806
514-1037

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

August 7, 1956

Honorable Arvo A. Hukari
Hood River County Judge
Courthouse
Hood River, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Enclosed are two copies of a revised finance agreement covering the Indian Creek-Windmaster Corner section of FAS 663. This agreement cancels the original finance agreement dated June 5, 1956. In addition to showing the revised plans it has increased the total amount to be participated in with federal and state funds to $35,000. This increase results from additional fiscal year 1957 funds made available by the recent highway bill passed by Congress. The estimated cost of the project is $30,700. Please treat this estimate as confidential.

If satisfactory please sign and return both copies, attested by County Clerk, with seal, to this office. The signed agreements should be mailed so as to arrive in Salem not later than August 13th.

As bids will be accepted on August 17th, the County should complete the filing of right-of-way condemnation prior to that date. Please advise when this has been done.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

HOOD RIVER COUNTY COURT

HOOD RIVER, OREGON

ARVO A. HUKARI, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
EARL A. MOORE, COUNTY COMMISSIONER

July 18, 1956

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Oregon State Highway Department
Salem,
Oregon

NOTED
J. F. HAGEMANN

Attention: Mr. Hageman,

Dear Sir:

In regard to FAS Project 663; Indian Creek-Brookside Drive; I contacted the Manager of the Farmers Irrigation Company and he said any time after August 15, 1956 would be all right as to lowering the irrigation laterels under the road.

The cost of this would be for the account of Hood River County.

Sincerely,

Arvo A Hukari

Arvo A. Hukari,
Hood River County Judge

AAH:mg

Constr. Div. 4
O'Neils office
advised 7/19/56
J.F.H.

RECEIVED
JUL 19 1956

NOTED
J. W. CATTRALL

June 28, 1956

Honorable Arvo A. Hukari
Hood River County Judge
Courthouse
Hood River, Oregon

NOT
Harold C. Ayer

J. F. HAGEMANN

Dear Sir:

Enclosed are four copies each of four option forms covering right-of-way required for the Indian Creek-Brookside Drive project on FAS 663. These descriptions have been revised in accordance with your request. Please notify this office when right-of-way negotiations have been completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

RECEIVED
JUN 29 1956
FOR FILING

FORM E-30X—60M—11-55—90225

S-315 (1)

4806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28th, 1956

SUBJECT: Windmaster Corner-
Indian Creek

To: Mr. S. H. Probert
Office Engineer
Office

NOTED
W. C. WILLIAMS

As you have probably heard, there has been quite a lot of delay occasioned by right of way acquisition on the Windmaster Corner-Indian Creek project in Hood River County. This is a county federal aid secondary project on which the County is obligated to acquire the right of way.

We are now advised that it will be necessary to condemn for the right of way and it is entirely possible that changes will be requested before final settlement. For this reason, the project should be deferred until the right of way is cleared.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams
Dean Swift

RECEIVED
JUN 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 530—12½M—8-55—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 27, 1956
Salem, Oregon

SUBJECT: Options
Indian Creek-Windmaster Corner
Brookside Drive Highway

To: Mr. John Cattrall
County & City Relations Engr.
OFFICE

Attached you will find four option forms (revised) in quadruplet covering right of way to be acquired in connection with the Indian Creek-Windmaster Corner Section of the Brookside Drive County Road in Hood River County.

With the change in alignment, no acquisition will be required from Ralph Hinrichs.

We are attaching two prints of Map No. 1R-5-907 covering this area and bearing our date of June 27, 1956.

File No.	Name	Area
24877	F. Borchard Von Lubken, et ux	750 Sq. Ft.-Par 1 0.08 Acre-Par 2
24878	Max Hinrichs	0.04 Acre
24879	Alma Hinrichs	0.53 Acre
24881	Merle H. Markley et ux	0.04 Acre

EH
EARL F. SALING
Right of Way Office Manager

MM:jm
Encls: 4 Revised Options
2 Prints

cc: R. L. Porter

cc: R. W. Cozad

FORM E30—12½M—6-55—66209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 27, 1956

Salem, Oregon

SUBJECT: Options
Indian Creek-Windmaster Corner
Brookside Drive Highway

To: Mr. John Cattrall
County & City Relations Engr.
OFFICE

Attached you will find four option forms (revised) in quadruplet covering right of way to be acquired in connection with the Indian Creek-Windmaster Corner Section of the Brookside Drive County Road in Hood River County.

With the change in alignment, no acquisition will be required from Ralph Hinrichs.

We are attaching two prints of Map No. 1R-5-907 covering this area and bearing our date of June 27, 1956.

File No.	Name	Area
24877	F. Borchard Von Lubken, et ux	750 Sq. Ft.-Par 1 0.08 Acre-Par 2
24878	Max Hinrichs	0.04 Acre
24879	Alma Hinrichs	0.53 Acre
24881	Merle H. Markley et ux	0.04 Acre

EARL F. SALING
Right of Way Office Manager

MM:jm
Encls: 4 Revised Options
2 Prints

cc: R. L. Porter

cc: R. W. Cozad

NOTED
J. W. CATTRALL

FORM [illegible]-123 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

IN REPLY PLEASE REFER TO

NOTED
Harold C. [illegible]

June 25, 1956

Mrs. Harold Aitken
Rt. 4, Brookside Drive
Hood River, Oregon

RECEIVED
JUN 26 1956

COPY

Dear Madam:

I am replying to your letter of June 20, 1956, addressed to the Chairman of the State Highway Commission regarding Brookside Drive in Hood River County.

Brookside Drive is a county road and the Highway Commission has not received any request from the Hood River County Court to place it on the state highway system.

The section of road from Windmaster Corner to the wye near Indian Creek will be improved under the Federal Aid Secondary system program. This section has been selected for such improvement by the Hood River County Court. Improvements when made under the Federal Aid Secondary program must meet the requirements and standards of the regulations covering this program.

The remaining portion of Brookside Drive has not been designated as part of the Federal Aid Secondary System and is not eligible for any federal aid.

Since the road in question is a county road it is suggested that you contact the Hood River County Court.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

JWC:mm

cc: J. W. Cattrall

NOTED
J. [illegible]

Hood River Ore
June 20 - 56

Dear Sir

We live on Brookside Drive. just a little country road with ten families living on our part of it. The county court is asking to have it made a state road on the ground that it connects two state highways. It does not connect two state highways - It is the same highway that turned a corner.

They plan to make a 50" state highway - It is useless spending of state money and I believe unlawful.

I have made a crude sketch of the road involved.

We do not want a wide road - there is no need for anyone to use this road except the people who live on it.

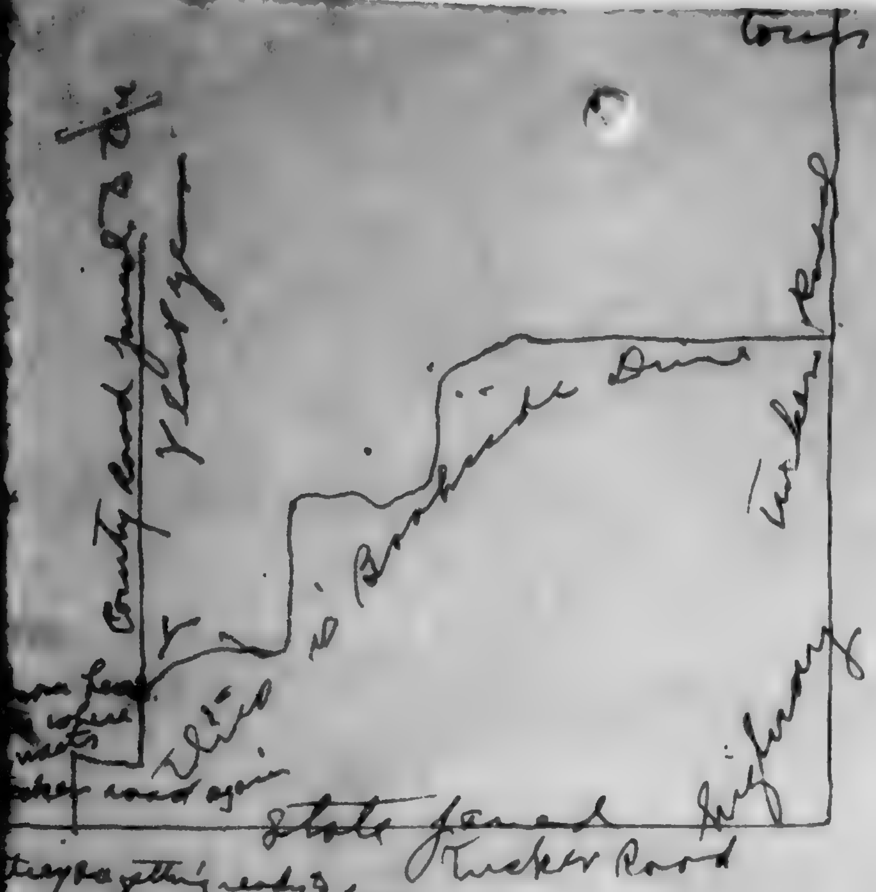
On the part of the road they are getting ready now they are having to condemn the property - All are against it - the same holds true of our parts when they start our part of Brookside.

Respectfully
Margery Aitken

Mrs Harold Aitken
Rt 4 Brookside Drive
Hood River Oregon

RECEIVED
JUN 21 1956
ENGINEER
O ... IONS

ANSWERED
H. B. GLAISYER


County road paved 8 to 10
7 or 8 yrs ago
Brookside Drive
Tucker Road
Tucker Highway
State paved
Tucker Road
Y
where
meets
ker road again

they are getting ready to pave
rom the Y to the other end to Brookside Dr they plan to get State road next.

RECEIVED
JUN 26 1956
FOR FILING

5-315 (1)

4806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1956

SUBJECT: Indian Creek-Windmaster Corner
FAS 663, Hood River County

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

As you are aware, the County Court of Hood River County requested a change in alignment on the subject-named job after we had called for bids. Acceptance of the bids was referred to the County Court and they rejected them. However, they still insist that this alignment should be changed as shown in red on the accompanying FA sheet.

It will be necessary to rework the job, incorporating this change and re-writing the descriptions. Will you please arrange to have this done. If the job is let this fall it will permit the successful bidder to rearrange the irrigation facilities before the season next spring and then, of course, should be able to go forward unhampered.

Please re-submit by July 20th if possible.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

Attach.

cc - W. C. Williams
John W. Cattrall
S. H. Probert

RECEIVED
JUN 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

P[illegible]E RETURN TO
W. C. WILLIAMS

ASSIGNMENT

: June 11, 1956 No. 6554 By Lwew

ription: Letter of June 9 by Mart C.
rkins, County Engineer of Hood River
ounty, enclosing section of location map
or Windmaster Corner-Indian Creek proj-
ct and asking that alignment change as
hown in red be furnished them with new
roperty descriptions.
nowledged by____ Referred to Cooper

nvestigate and report with recommendation
uch action as necessary and report
omment or recommendation
eturn with rough draft of reply
repare reply for signature of Mr.______
ontact correspondent and report

arks:

PLEASE RETURN TO
W. C. WILLIAMS

ecuted 1-21-56 Report Received________

June 9, 1956

Re: Brookside Drive
F.A.S. S-315 (1)

tion of the location map for the Windmaster
request that your office make the alignment
us with new property descriptions necessitated

se of the concrete water distrubution boxes
sible to move these boxes during the
them at this time would be very costly to
Hood River County and the Irrigation Company.

The alignment change of 10 ft. may not be the right amount to be able to complete the project without disturbing the boxes, but this amount can be determined by your office on a check of the location cross-sections to be sure that the cut slopes will clear the siphon boxes.

C.C. A.V. BENEDICT
Resident Engineers
State Highway Dept.
The Dalles, Oregon

Respectfully yours

Attest:______________
Arvo A. Hukari
County Judge

Mart C Perkins
Mart C. Perkins, County Engineer

RECEIVED

PLEASE RETURN TO
W. C. WILLIAMS

June 9, 1956

Oregon State Highway Dept.
Salem, Oregon
Attn: Mr. R. H. Baldock
Chief Highway Engineer

Re: Brookside Drive
F.A.S. S-315 (1)

Dear Mr. Baldock:

Referring to the enclosed section of the location map for the Windmaster corner - Indian Creek project.. We request that your office make the alignment change as shown in red and furnish us with new property descriptions necessitated by this alignment change.

This change is requested because of the concrete water distrubution boxes circled in blue, it is almost impossible to move these boxes during the irrigation season, therefore moving them at this time would be very costly to Hood River County and the Irrigation Company.

The alignment change of 10 ft. may not be the right amount to be able to complete the project without disturbing the boxes, but this amount can be determined by your office on a check of the location cross-sections to be sure that the cut slopes will clear the siphon boxes.

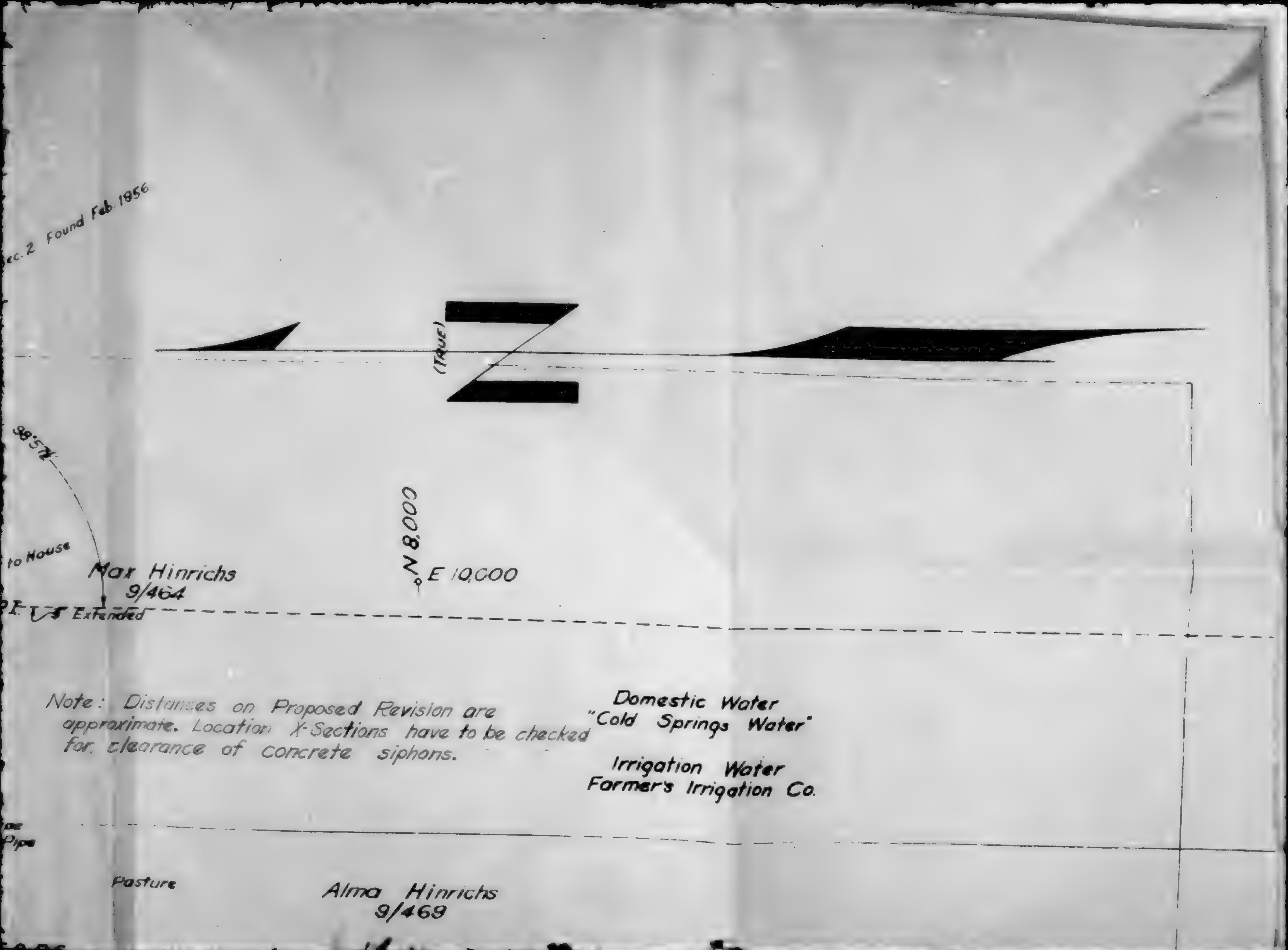
C.C. A.V. BENEDICT
Resident Engineers
State Highway Dept.
The Dalles, Oregon

Respectfully yours

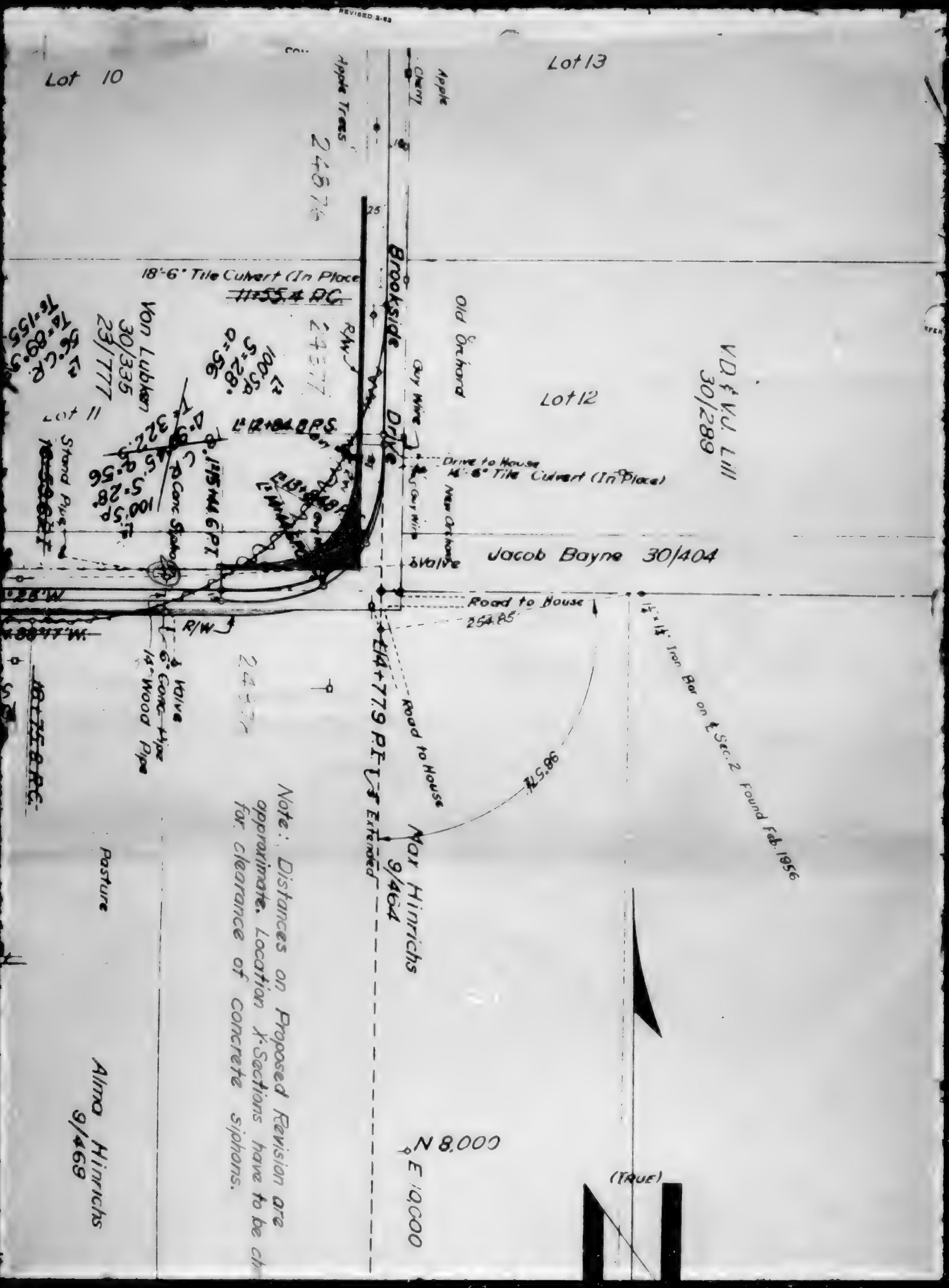
Attest: Arvo A. Hukari
Arvo A. Hukari
County Judge

Mart C. Perkins
Mart C. Perkins, County Engineer

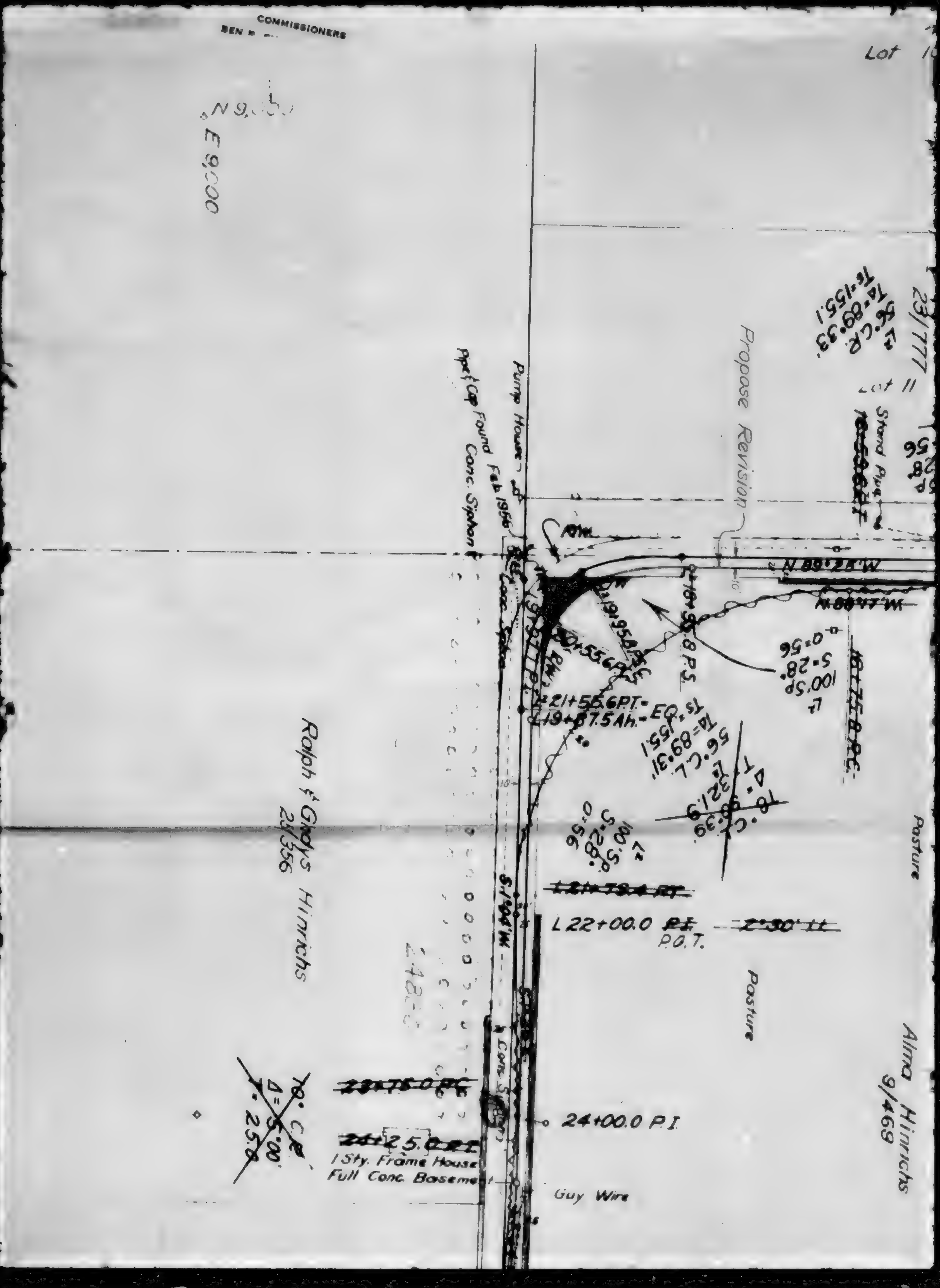
RECEIVED
1956
ENGINEER

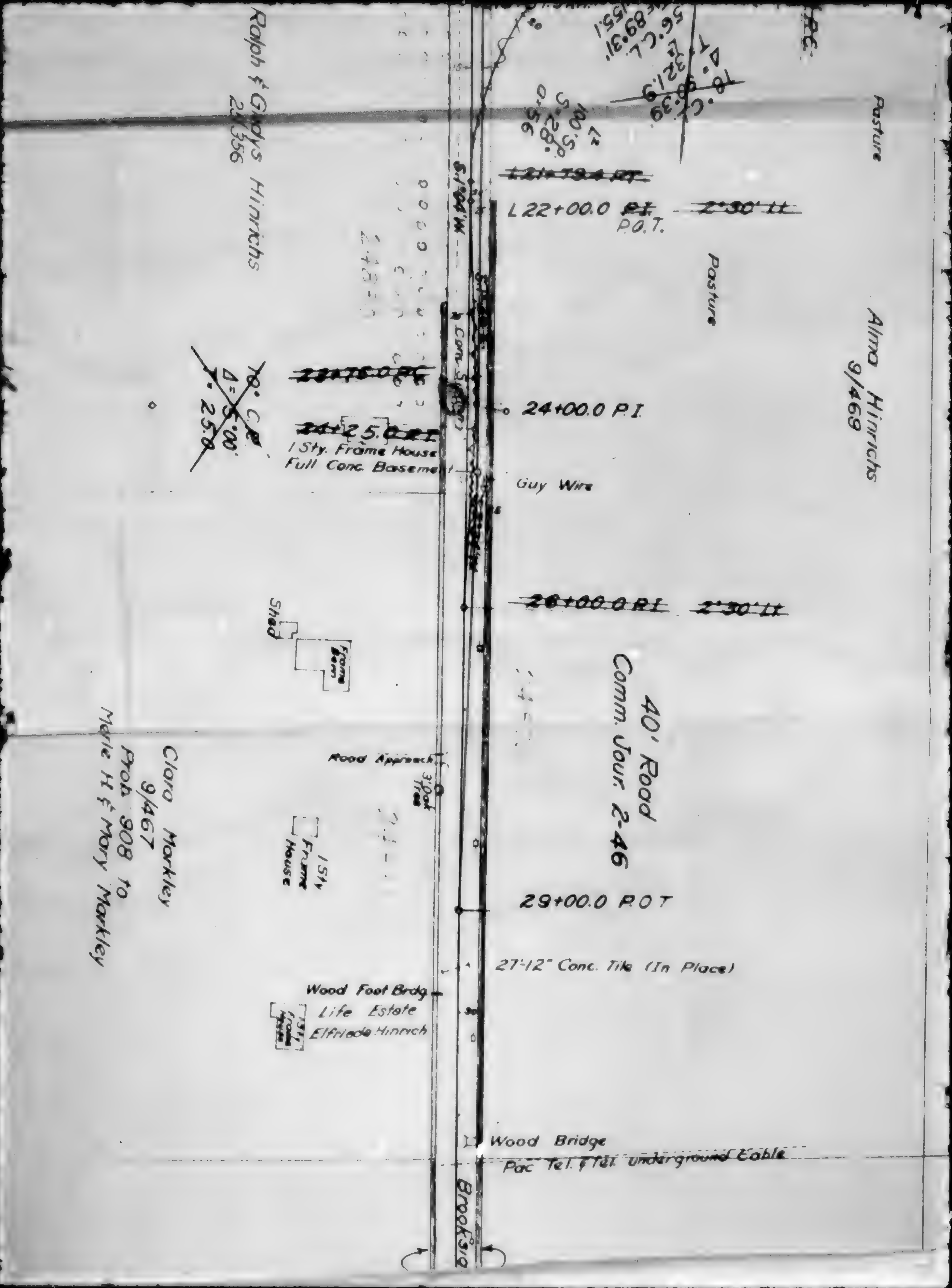

Sec. 2 Found Feb. 1956
(TRUE)
N
88.57'
to House
Max Hinrichs
9/464
P.I. ℄ Extended
N 8,000
E 10,000
Domestic Water
"Cold Springs Water"
Irrigation Water
Farmer's Irrigation Co.
Pipe
Pasture
Alma Hinrichs
9/469

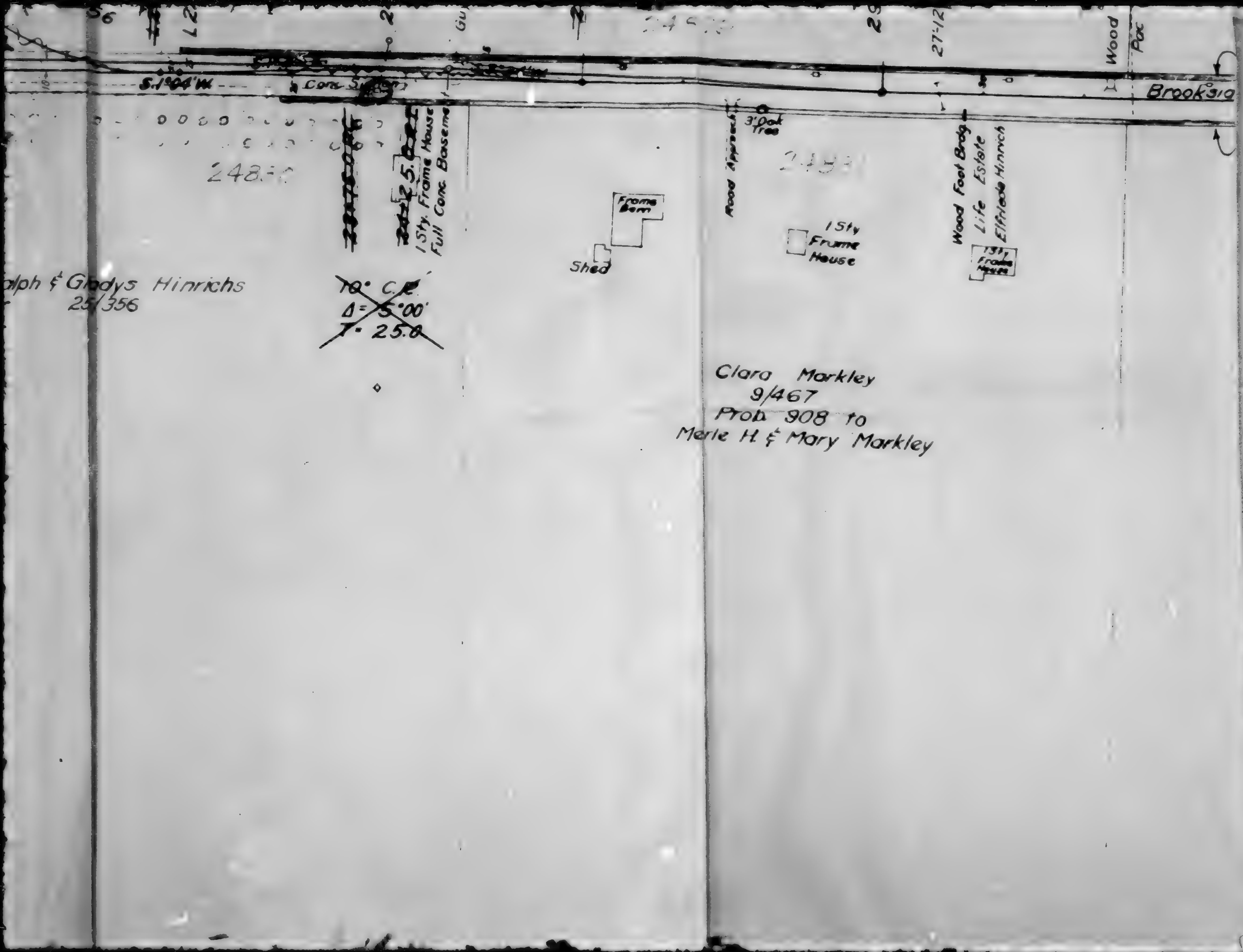
Note: Distances on Proposed Revision are approximate. Location X-Sections have to be checked for clearance of concrete siphons.

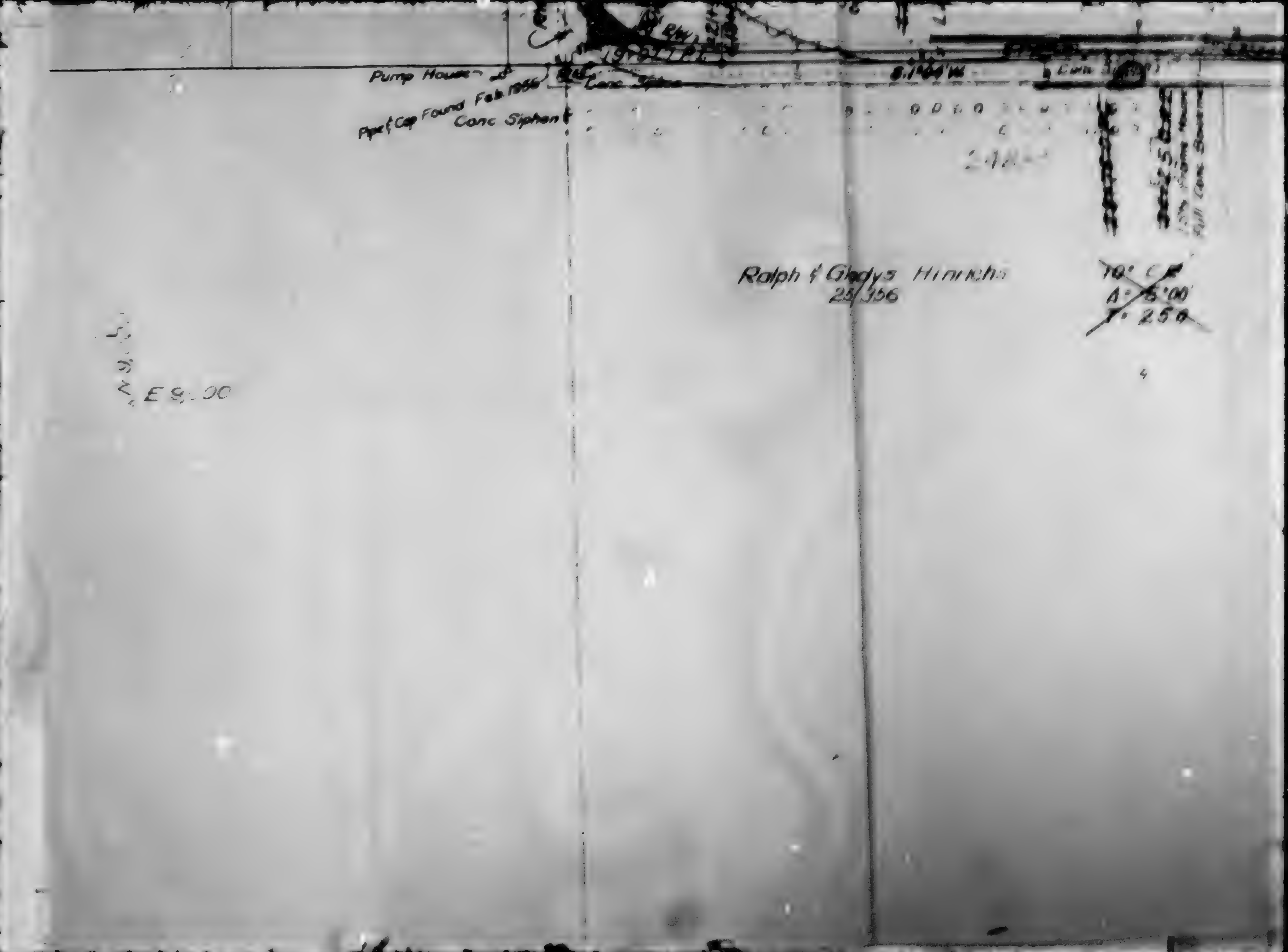

REVISED 2-63
Lot 10
Lot 13
Apple Trees
Cherry
Apple
24+76
18"-6" Tile Culvert (In Place)
~~11+55.4 P.C.~~
Brookside Drive
R/W
24+77
Old Orchard
Guy Wire
Lot 12
V.D. & V.J. Lill 30/289
Von Lubken 30/335 23/777
100 Rt
S=28'
Q=56
Lot 11
Stand Pipe
L 12+84.8 P.S.
Drive to House
15"-6" Tile Culvert (In Place)
New Orchard
Conc. Stake
Jacob Bayne 30/404
Valve
Road to House
254.85'
R/W
Valve
6" Conc. Pipe
14" Wood Pipe
24+71
L 14+77.9 P.I. L & Extended
Road to House
Iron Bar on Sec. 2 Found Feb. 1956
Max Hinrichs 9/464
Pasture
Alma Hinrichs 9/469
N 8,000
E 10,000
(TRUE)
N

Note: Distances on Proposed Revision are approximate. Location X-Sections have to be ch for clearance of concrete siphons.


COMMISSIONERS
Lot 1
N 9,000
E 9,000
23/777
56° C.R.
Lot 11
Stand Pipe
Propose Revision
Pump House
Pipe & Cap Found Feb 1956
Conc. Siphon
R/W
N 89°28' W
~~21+75.8 P.C.~~
21+55.6 P.T. =
19+87.5 Ah. = EQ.
56° C.L.
Ralph & Gladys Hinrichs
25/356
Pasture
~~21+75.4 P.T.~~
L 22+00.0 ~~P.I.~~
P.O.T.
~~2°30' Lt~~
Pasture
~~23+75.0 P.C.~~
24+00.0 P.I.
~~24+25.0 P.T.~~
1 Sty. Frame House
Full Conc. Basement
Guy Wire
Alma Hinrichs
9/469


Ralph & Gladys Hinrichs
25/356
Pasture
Δ = 32°19'
T = 89.31
L = 155.1
10° C
Δ = 8°39'
Lt
Δ = 5°28'
T = 56
~~121+79.4 P.T.~~
L22+00.0 ~~P.I.~~ ~~2°30' Lt~~
P.O.T.
S.1°04'W.
Pasture
Alma Hinrichs
9/469
Conc. St.
~~23+75.0 P.C.~~
10° C
Δ = 5°00'
T = 25.0
24+00.0 P.I.
~~24+25.0 P.T.~~
1 Sty. Frame House
Full Conc. Basement
Guy Wire
~~26+00.0 P.I.~~ ~~2°30' Lt~~
Shed
Frame Barn
40' Road
Comm. Jour. 2-46
Road Approach
3' Oak Tree
Clara Markley
9/467
Prob. 908 to
Marie H & Mary Markley
1 Sty. Frame House
29+00.0 P.O.T.
27'-12" Conc. Tile (In Place)
Wood Foot Brdg.
Life Estate
Elfriede Hinrich
1 Sty. Frame House
30
Wood Bridge
Pac. Tel. & Tel. Underground Cable
Brookside


S.1°04'W.
Conc. Slab
248+
~~23+75.0 PC~~
~~24+~~25.0 ~~PT~~
1 Sty. Frame House
Full Conc. Basement
~~10° C.R.~~
~~Δ = 5°00'~~
~~T = 25.0~~
alph & Gladys Hinrichs
25/356
Frame Barn
Shed
Road Approach
3' Oak Tree
1 Sty Frame House
Wood Foot Brdg.
Life Estate
Elfriede Hinrich
1 Sty Frame House
Clara Markley
9/467
Prob. 908 to
Merle H. & Mary Markley
27+12
Wood
Pac
Brookside
56
L2
Gu
29


Pump House
Pipe & Cap Found Feb 1956
Conc Siphon
S.1°04'W
Conc
1½ Sty Frame House
Full Conc Basement
Ralph & Gladys Hinrichs
25/356
~~70' C.R.~~
~~A = 5°00'~~
~~T = 25.0~~
E 9.00

FORM E-123 50M REVISED 2-53

1859

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

NOTED
J. W. CATTRALL

June 19, 1956

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

REFERRED TO Cattrall
BY SECRETARY

NOT
Harold

COPY

Gentlemen:

At the meeting of the State Highway Commission held on June 5, 1956 you submitted to the State Highway Commission the low bid for the grading and oiling of the Indian Creek-Windmaster Corner Section of the Brookside Drive Road in Hood River County. The Commission elected to accept your bid in the sum of $27,129 and directed the State Highway Engineer to award the contract to you as soon as approval of Hood River County had been received and the sum of $7,400 was deposited by the County.

The Highway Commission was advised today that the County Court of Hood River County has elected not to concur in the award of this contract, in view of which the Commission has cancelled the project; however, the project is to be revised and will be readvertised for bids to be received at a future date.

This information is given you so you can govern your actions accordingly.

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: W. C. Williams
R. G. Savage (SIAC)
Forrest Cooper
S. H. Probert

RECEIVED
JUN 20 1956

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

June 19, 1956

Honorable Arvo A. Hukari
Hood River County Judge
Courthouse
Hood River, Oregon

Dear Judge:

This is to confirm the telephone conversation of this date between yourself and Mr. John F. Hagemann of this office regarding the Indian Creek-Windmaster Corner project on FAS 663.

We cannot shift the location of road, as requested by the Court, under the plans upon which bids were received. All bids received on June 5th will be rejected.

The project will be redesigned to conform with the Court's request and bids will be called for at a later date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:mm

NOT[illegible]
J. F. HAG[illegible]N

RECEIVED
JUN 26 1956
FOR FILING

S-315 (1)

4806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1956

SUBJECT: Indian Creek-Windmaster Corner
FAS 663, Hood River County

To: Mr. W. C. Williams
OFFICE

W. C. WILLIAMS

Hood River County has indicated that they do not want the present Indian Creek-Windmaster Corner project awarded.

They want the project revised as per their letter of June 9, 1956, and readvertised.

John W. Cattrall
John W. Cattrall
Engineer, County & City Relations

JWC:mm

cc: G. S. Paxson
S. H. Probert
Forrest Cooper

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
J. W. CATTRALL

NOTED
Harold C

FORM 230—50M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 20 1956

The Dalles, Oregon.
June 18, 1956

SUBJECT: Indian Creek-Windmaster Corner Sec.
Hood River County.

To:

Mr. Dean Swift,
Division Engineer,
Bend, Oregon.

I met today with Verne Jones, of the County-City Relations office, and the Hood River County Court.

There is apparently no objection to making the changes in alignment requested. This involves moving one tangent 10 feet South and the next one 12 feet East to save two concrete siphon or weir boxes. The land will have to be condemned anyway, and the Court argues that they cannot shut off irrigation water at this time of the year to make any extensive changes.

I have prepared a map, 12"X 18" on cloth, to show the changes and right of way. This will make no change in grading quantities, and will not increase the clearing.

Enclosed are revised right of way descriptions for four of the 5 ownerships affected by the change. They are:

F.B. Von Lubken	0.09 acres
Max Hinrichs	0.04 acres
Alma Hinrichs	0.55 acres
Merle H Markkey	0.04 acres

With the change in alignment, no acquisition will be required from Ralph Hinrichs.

These descriptions should be expedited as much as possible, as the County will have to get a title report and condemn before Babler Bros. can be awarded a contract.

A.V. Benedict
A.V. Benedict
Resident Engineer.

cc: John Cattrall ✓

NOTED
J. W. CATTRALL

June 12, 1956

NOTED
Harold C. Ayers

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
J. F. HA[illegible]N

Gentlemen:

Attached is a copy of an encroachment resolution covering the Indian Creek-Windmaster Corner section of FAS 663 in Hood River County. This copy is for the County's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Attch.

RECEIVED
JUN 20 1956
FOR FILING

S-315 (1)
4806

Salem, Oregon
June 11, 1956

Maint., 271
Finance 123

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Hood River County covering the Indian Creek-Windmaster Corner Section of FAS 663.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Hood River, Oregon.

Secretary

rh
Attach: 5

REFERRED TO
Jeney
BY SECRETARY

O file

RECEIVED
JUN 11 1956
FOR FILING

S-315(1)
4806

June 11, 1956

County Court of Hood River
Court House
Hood River, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Hood River County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Hood River County covering the Indian Creek-Windmaster Corner Section, FAS 663.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JUN 11 1956
FOR FILING

8-315(1)

4806

June 11, 1956

County Court of Hood River
Court House
Hood River, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Hood River County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Hood River County covering the Indian Creek-Windmaster Corner Section, FAS 663.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

June 6, 1956

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. H[illegible]

Gentlemen:

On June 5th the low bid received was from Babler Bros., Inc., of Portland for constructing the Indian Creek-Windmaster Corner section of FAS 663. Based on this low bid the following advance deposit would be required from Hood River County.

Bid Items	$27,129.00
Anticipated Add Items	
Flagging	100.00
12-1/2% Engineer. & Contingencies	3,403.63
Estimated Total Cost........	$30,632.63
Advance Deposit	
20% of $29,000	= $ 5,800.00
100% of all over $29,000	= 1,632.63
Total Advance Deposit.......	$ 7,432.63 - or say $7,400

This bid was somewhat over our estimate; however, if the County wishes to proceed with the project a contract will be awarded upon receipt of the above deposit and a letter certifying that all right-of-way has been obtained. The deposit should be made by means of a check or warrant in the amount of $7,400 payable to the Oregon State Highway Commission and forwarded to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

All bids Rejected
Rework plans +
readvertise
6/19/56 JFH

JFH:mm

ORE. PROJ. S-3-3(1)
FAS [illegible]

5-25-56

RESOLUTION

WHEREAS, a county road in Hood River County, State of Oregon, known as the Brookside Drive County Road, is routed through the County of Hood River, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and ______ County, the section adopted for improvement being more particularly described as follows; to wit:

From the ~~Dee~~ Hood River County Road, southerly to FAS 3[illegible], a distance of [illegible] miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Hood River will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Hood River County, Oregon, that no encroachments will be permitted on the county road known as the Brookside Drive County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 25 day of May, 19__.

BY:

County Judge Ann A. Hukari

County Commissioner George M. Krieg

County Commissioner Earl A. Moore

ATTEST: D E Ambler
County Clerk

cc-12(1955)

NOT
Harold C. Ayers

NOTED
J. W. CATTRALL

May 21, 1956

NO
J. F.

Hood River County Court
Courthouse
Hood River, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Indian Creek-Windmaster Corner Section of FAS 663 upon which bids will be received June 5th.

The finance agreement covers State and County participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost, including engineering and contingencies, for this project is $28,000.; however, the low bid received plus 12 1/2% for engineering and contingencies will be the basis for the County's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than May 29th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:te
Encls.

NOTED
Harold C. Ayers

May 14, 1956

NOTED
J. W. CATTRALL

Hood River County Court
Courthouse
Hood River, Oregon

Gentlemen:

Enclosed are four copies each of eight option forms covering right-of-way required in connection with the Windmaster Corner-Indian Creek Section of FAS 603. Under separate cover we are forwarding three prints of a map showing this right-of-way.

Please advise by letter when this right-of-way has been acquired. If at all possible this acquisition should be completed by June 1st.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

FORM 830—12½M—8-55—68208

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 11, 1956
Salem, Oregon

SUBJECT: Options
Windmaster Corner-Indian Creek
Brookside Drive Highway

To: Mr. John W. Cattrall
County & City Relations Engr.
OFFICE

L

Attached you will find eight option forms in quadruplet covering right of way to be acquired in connection with Windmaster Corner-Indian Creek Section of the Brookside Drive County Road in Hood River County, together with copies of Statements of Information. This contract is scheduled for letting in June 1956.

We are forwarding under separate cover three prints of Map No. 8B-1-24 and two copies of preliminary profile covering this area and bearing our date of May 9, 1956.

Name	File No.	Area
Wilbur D. Richards, et al	24876	0.044 Acre
F. Borchard Von Lubken, et ux	24877	0.09 Acre
Max Hinrichs	24878	0.01 Acre
Alma Hinrichs	24879	0.23 Acre
Ralph Hinrichs	24880	0.02 Acre
Merle H. Markley et ux	24881	0.08 Acre
Elfrieda Hinrichs	24882	0.16 Acre
Laura Hinrichs Baker	24883	0.20 Acre

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

MM:jm
Encls: Options

cc: R. L. Porter

cc: R. W. Cozad

NOTED
J. W. CATTRALL

N
J. F. HA

NOT
Harold C. Ave

Salem, Oregon
April 30, 1956

Windmaster Corner-Indian Creek Section
County FAS 663
Hood River County

Mr. Forrest Cooper
OFFICE

NOTED
J. F. HAG

The field data for the Windmaster Corner-Indian Creek (Windmaster Corner-Brookside Drive) Section of FAS 663 in Hood River County has been examined by this office and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

The two 56° curves have been approved by Mr. Williams, Deputy State Highway Engineer, and verbally approved by the Bureau of Public Roads.

John F. Hagemann
Asst. County & City Relations Engr.

JFH:mm

cc: V. G. O'Neil
Frank Hall

NOTED
Harold [illegible]

Memo to J. W. Nash
4/10/56

Windmaster Corner-Brookside Drive Section
FAS Route 663

This project extends from the junction of FAS 663 with FAS 356 at Windmaster Corner, northerly to the junction of FAS 663 with Brookside Drive which is also the southerly end of the existing oil mat wearing surface on FAS 663. The existing road has an 18-foot wide light gravel wearing surface on a 20-foot wide roadway.

The proposed project is to grade and drain, place base material, and construct a type 0-11 oil mat wearing surface 20 feet in width with 2-foot shoulders. Some improvement of the grade and alignment is to be made; however, this improvement, particularly in the horizontal alignment, is limited by roadside development. Two substandard curves will be included within the limits of the project. These curves will be 56° and replace existing right angle turns. Existing irrigation mains and an abutting irrigated field and orchard preclude any further improvement of these curves. The county attempted to obtain right-of-way to further improve these curves but this attempt met with very decided opposition from both the property owners and the irrigation district. This is a comparatively low traffic route and is used almost entirely by local traffic whose principal interest is a smooth, dustless wearing surface and not a high speed facility.

The balance of this route has been improved by county forces to an 18- to 19-foot wide oil mat wearing surface with 3-foot shoulders. The grade and alignment is similar to that of the section to be improved and no further improvements are planned in the foreseeable future.

This route serves a highly developed, irrigated orchard area and, when oiled in its entirety, will be used to haul fruit to the packing and warehouses in the city of Hood River. It is a [illegible] school bus and a mail route.

Hood River County
Length: 0.9 Mile

Funds:	Federal:	$15,000
	State	5,000
	County	5,000
	Total..	$ 25,000

NOTED
J. F. HA[illegible]NN

JFH:mm

NOTED
J. W. CATTRALL

NOTED
V. R JONES

NOTED
Harold C. Ayers

Salem, Oregon
March 7, 1956

County FAS Projects
Hood River & Sherman Counties

Mr. Dean Swift, Division Engineer
Oregon State Highway Department
Bend, Oregon

NOTED
J. F. HAGEMANN

I am replying to your letter of March 5, 1956 regarding the Windmaster Corner-Brookside Drive section of FAS 663 in Hood River County. The matter of the 56° curves has been discussed with the Bureau of Public Roads. In this instance, because of the local nature of the traffic and the difficulty in securing right-of-way, the B.P.R. has consented to the use of the 56° curves. Mr. W. C. Williams has also approved the use of the 56° curves.

Regarding the Sherman County FAS projects - they cannot be deleted from the schedule of contracts; however, they will have to be carried as "and later" projects until such time as Sherman County can complete its portion of the work and a definite contracting date is known.

John W. Cattrall
Engineer, County and City Relations

JWC:mm

cc: W. C. Williams
Forrest Cooper

FORM E-30 20M 9-51 55315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Bend, Oregon
March 5, 1956

SUBJECT:

To: Mr. John W. Cattrall
County and City Relations Engineer
State Highway Department
Salem, Oregon

This is to advise that due to right of way difficulties the Hood River County Court cannot furnish necessary right of way for the Windmaster Corner-Brookside Drive Section, FAS-663, without going to a 56° curve. I have notified the Hood River County Court that the 56° curve, I was pretty sure, would not be permitted by the Bureau of Public Roads.

We have been notified by the Sherman County Court that due to lack of funds and press of other work, they will be unable to prepare the following sections listed for the July lettings in Sherman County: Moro Junction-Monklnad Section, FAS-665, and the County Fair-Grass Valley Canyon Section, FAS-666, both being oiling jobs. If you concur that the two 56° curves are not permissible in Hood River County, then all three jobs listed above should be removed from the schedule of contract lettings.

Dean Swift
DEAN SWIFT
Division Engineer

Length

DS:me
cc: Mr. Forrest Cooper
Mr. A. V. Benedict

est. Cost

RECEIVED
MAR - 6 1956
ENGINEER
CO[illegible] RELATIONS

NOTED
V. R [illegible]

[illegible]
Harold C. [illegible]

LOCATION PROSPECTUS FOR WINDMASTER CORNER-INDIAN CREEK SECTION, HENDRICKS ROAD, F.A.S. 663, HOOD RIVER COUNTY, OREGON.

J. F. [illegible]

NOTED
J. W. CATTRALL

3-1-56

The following prospectus is submitted to cover the Windmaster Corner-Indian Creek Section of Federal Aid Secondary No. 663 in Hood River County. The northerly end of the survey is junction point of Hendricks Road, Brookside Drive and Indian Creek. The southerly end of the survey is the intersection of Hendricks Road and the Hood River Secondary Highway, Mile Point 3.13. The overall length of the project is 0.84 miles.

This is to be a widening and alignment improvement type of survey. Plans will be prepared for grading, surfacing and 0-11 oil mat construction. The alignment of this survey will generally follow the existing route. The two right angle curves are to be modified. There are no towns located between the terminal points of this survey.

There has been no reconnaissance type survey on this section. The routine soils investigation will be run. No special drainage problems are anticipated, nor is there any need for an economic analysis.

The 1955 ADT is 100, the projected 1975 ADT is 200. This is to be a Class E-35 highway. Standards of curvature and grade will have to be modified but have not been determined at this date. The cross-section will be as follows: Two 10-foot running lanes with substandard 2-foot shoulders. There are to be no climbing lanes and no provision for future 4-laning. The tentative base design will be 10 inches total base plus wearing surface. Base design by Ray Webber.

Rise and fall and total central angle have not been determined on the new alignment, therefore no comparison is available.

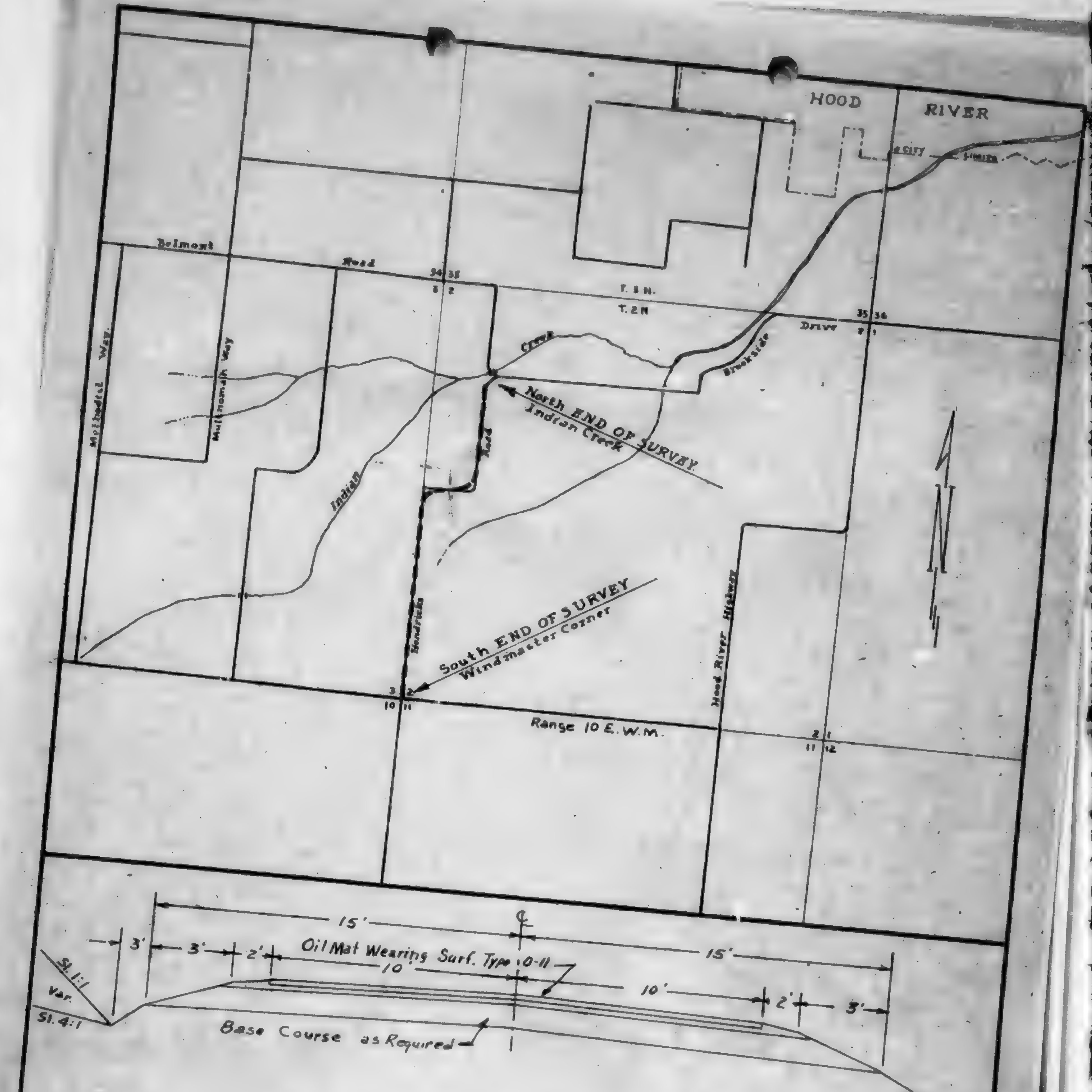
Deviation from the standards set forth, for this class of highway, in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticipated. The deviations are as follows: (1) W. T. Wright authorized use of substandard spiral length. Existing semi-tangent lengths are to be used and the degree of curvature increased to attain adequate lengths for the substandard spirals. (2) By the above statement, the horizontal alignment may exceed the maximum of 18°. (3) Vertical grades will exceed the maximum 6%. (4) Super-elevation will be 1/2 standard (5), Shoulder width will be 2 feet.

This will be an unrestricted access section. All connections are to be at grade. There are no railroad or stream crossings involved in this section. An investigation to determine an adequate material source will be made. An existing source, Trout Creek Quarry at Mile Point 12.90 on the Hood River Secondary, will be used if a more suitable source is not located.

There are no state parks involved in this section.

March 1, 1956 ✓
Attachment

cc-R. H. Baldock
W. C. Williams
Forrest Cooper
Dean Swift
A. V. Benedict
F. B. Crandall
J. W. Cattrall ✓
C. H. Armstrong
R. L. Porter
Ray Webber
P. M. Stephenson
Frank Hall


HOOD RIVER
City Limits
Belmont Road
34 35
3 2
T. 3 N.
T. 2 N.
35 36
2 1
Drive
Brookside
Creek
Methodist Way
Multnomah Way
Indian
Road
North END OF SURVEY
Indian Creek
South END OF SURVEY
Windmaster Corner
Hendricks
Hood River Highway
3 2
10 11
Range 10 E. W. M.
2 1
11 12
N
15'
℄
15'
3'
3'
2'
Oil Mat Wearing Surf. Type O-11
10'
10'
2'
3'
Sl. 1:1
Var.
Sl. 4:1
Base Course as Required
Std. Sl.

Sketch Map
WINDMASTER COR. - INDIAN CR. SEC.
Hendricks Road, F.A.S. 663
Hood River County
Scale: 1" = Approx 0.3 mi.
(Prospectus Map.)
Mar. 1956

FORM 8-123 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYEN
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

December 27, 1955

NOT
Harold C. A

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

County Court of Hood River County
Court House
Hood River, Oregon

COPY

Gentlemen:

The State Highway Commission at its meeting on December 19, 1955 approved an allocation of $25,000 of Federal-aid Secondary Funds to finance the grading, surfacing and oiling of a 0.9 mile section of FAS Highway 663 between Windmaster Corner and Brookside Drive pursuant to your request.

Details will be given you by Mr. J. W. Cattrall, County and City Relations Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: J. W. Cattrall

RECEIVED
DEC 28 1955
ENGINEER
COUNTY & CITY

NOTED
Harold C. A [illegible]

December 21, 1955

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that the proposed county FAS project as set forth in the attached tabulation was approved by the Highway Commission on December 19th. Preparation of plans and specifications and approval by the Bureau of Public Roads is now required prior to contracting. Field engineering will be under the supervision of our division office at Bend.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

HOOD RIVER COUNTY
PROPOSED PROJECT

FAS 663 - Windmaster Corner-Brookside Drive Section, Approximately 0.9 Mile, $25,000. This section extends from the junction of FAS 663 with the Hood River State Highway at Windmaster Corner, northerly to the junction of FAS 663 with Brookside Drive which is also the southerly end of the existing oil mat wearing surface on FAS 663.

The proposed project is to grade and drain, place base material, and construct an O-11, with binder, 20' in width with 2' shoulders. The county will furnish without cost to the contractor all aggregate required for base, shoulders, and oil mat from the county crusher site at Trout Creek; however, the county has asked that we investigate the possibility of using quarry run rock for the bottom course base. Rock of this nature from various sources has been used successfully by the county in its construction work. The design should include improvement of the grade line at the southerly or Windmaster Corner end by cutting and filling where there is a considerable sag in the grade line. In addition, the county wishes the two right angle turns in about the middle of the project to be reduced to a minimum of 18° if at all possible to obtain necessary right-of-way. It is suggested that the county be kept currently advised as the survey progresses so that the Court can contact affected property owners. The city of Hood River, by county permit, plans to install a water line this spring within the county right-of-way and has asked that the city engineer, Mr. Puddy, be advised of our construction plans so that he can coordinate the city work and properly locate the water line in accordance with the road construction plans. Closure of this section of road to through traffic will be permitted during construction.

The $25,000 programmed represents the balance of fiscal year 1957 FAS funds presently available to Hood River County. This may be adjusted as final costs on projects under contract become available. The county has also indicated that it can furnish additional funds if required.

12/12/55

FAS	County	Contract No. [illegible]

Section [illegible]

Location

155

FAS

Sec

Loc

6

20-1024 E. Unit, Finn Rock-Elk Cr. 1956
Sec. of the McKenzie Hwy.
#4307

RECEIVED W. E. Williams

NOTED W. WILLIAMS

E. UNIT, FINN ROCK-ELK CREEK
CONTRACT NO. 4807

FINAL COST ANALYSIS
GRADING & PAVING
A. H. SAXTON & SON, CONTRACTOR
H. E. MAYFIELD, RESIDENT ENGINEER

McKENZIE HIGHWAY
PREFIX 20-1024

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing 4807	100%	All	$14,000.00	$	$ 13,773.15	$ 14,000.00
Drainage Excavation, Unclass.	300.5	Cu.Yd.	5.00	4.25	1,276.73	1,502.50
General Excavation, Unclass.	41,451.7	Cu.Yd.	0.85	1.77	73,291.02	35,233.95
Toe Excavation, Common	204.9	Cu.Yd.	1.00	0.605	124.14	204.90
Short Overhaul	57,578.7	Yd.Sta.	0.02	0.04	2,398.16	1,151.57
Long Overhaul	77.62	C.Yd.Sta.	0.50	0.98	75.89	38.81
Finish Roadbed & Slopes	.77	Mile	1,000.00	820.78	632.00	770.00
Rounding Cutbanks	1,250	Lin.Ft.	0.25	0.21	265.38	312.50
12" Concrete Pipe	201	Lin.Ft.	2.50	1.43	286.68	502.50
18" Concrete Pipe	459	Lin.Ft.	4.50	2.49	1,145.20	2,065.50
24" Concrete Pipe	33	Lin.Ft.	6.00	4.70	155.16	198.00
Salvaging Culvert Pipe	41	Lin.Ft.	5.00	1.54	63.33	205.00
Metal Sight Posts	30	Each	3.00	3.06	91.97	90.00
Metal Guard Rail	81.4	Lin.Ft.	5.00	5.10	415.03	407.00
*2½"-0 Rock in Base	6,976	Cu.Yd.	4.20	3.20	22,296.57	29,299.20
*3/4"-0 Rock in Base	1,614	Cu.Yd.	4.25	3.38	5,454.93	6,859.50
*Sprinkling	39.6	M/Gal	4.00	1.97	78.09	158.40
*Preparation of Base	.77	Mile	200.00	163.96	126.25	154.00
*Asphaltic Concrete Mixture	3,011.84	Ton	6.76	5.84	17,603.20	20,360.04
*85-100 Asphalt in Mixture	193.47	Ton	33.60	30.80	5,958.88	6,500.59
*RS-1 Asphalt	1.09	Ton	60.00	54.41	59.31	65.40
*Extra for Asphalt Approaches	13	Each	20.00	12.49	162.41	260.00
**Structural Excavation	310.87	Cu.Yd.	13.00	13.00	4,041.31	4,041.31
** Class "A" Concrete	215.02	Cu.Yd.	74.50	74.50	16,018.99	16,018.99
** 8" Metal Drain Pipe	20	Lin.Ft.	5.00	5.00	100.00	100.00
** Metal Reinforcement	53,179.1	Lbs.	0.14	0.14	7,445.07	7,445.07

FINAL COST ANALYSIS (CONTINUED)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA#1 Claim for Merchantable Timber removed	100%	All	$ 1,959.06	$	$ 1,959.06	$ 1,959.06
PA#2 Repair Channel Slope Bank	16.5	Hour	16.15	15.94	263.05	266.48
** PA#3 Excavation, below Structural Excavation	91.65	Cu.Yd.	20.00	20.00	1,833.00	1,833.00
PA#4 48" Corrugated Metal Pipe Uncoated	54	Lin.Ft.	22.50	17.27	932.54	1,215.00
PA#5 Extra Clearing & Grubbing	100%	All	250.00		245.62	250.00
PA#6 Pit run borrow	16,880.6	Cu.Yd.	0.95	0.86	14,533.34	16,036.57
PA#7 Extra Clearing & Grubbing	100%	All	350.00		344.72	350.00
PA#8 Cement Adjustment (Favor of Contractor)	26.97	Bbl	4.67	4.67	125.95	125.95
Force Account					3,447.79	3,656.89
Liquidated Damages	3	Day		125.00		- 375.00
					$197,023.92	$173,262.68

* Work done by Sub contractor T. C. Wildish Construction Company
**Work done by R. M. Construction Company.

	Gross Revenue	Total Cost	Profit	Loss	%Profit	%Loss
A. H. Saxton& Son	$ 79,999.88	$115,696.78	---	$35,696.90	---	44.62%
T. C. Wildish Construction Co.	63,824.43	51,888.77	$11,935.66	----	18.70%	----
R.M. Construction Company	29,438.37	29,438.37				
	$173,262.68	$197,023.92		$23,761.24		13.71%

Detail of Cost
A. H. Saxton & Son

Labor:

Labor	$44,924.60	
Labor Insurance	2,425.64	
Health & Welfare	1,313.26	
		$ 48,663.50

Materials:

12" Concrete Pipe	201	Lin. Ft.	at $0.95	$ 190.95	
18" " "	459	" "	" 1.90	872.10	
24" " "	33	" "	" 3.16	104.28	
48" Corr. Metal Pipe	54	" "	" 13.49	728.46	
48" Bands	2	Each	" 13.49	26.98	
12' x 50" Steel Gate	1	"	" 29.75	29.75	
Corner Posts	2	"	" 12.00	24.00	
End Posts	3	"	" 8.00	24.00	
Concrete	1	Cu. Yd.	" 19.70	19.70	
Guard Rail	81.4	Lin. Ft.	" 2.90	236.06	
Sight Posts	30	Each	" 1.38	41.40	
Pit Run Borrow	16,880.6	Cu. Yd.	(Borrow) " 0.15	2,532.09	
Misc. Water Pipe & Supplies Used on Force Account				145.81	
					4,975.58

Equipment Rental & Misc. Supplies:

Equipment Rental (Owned)	$39,938.62	
" " (Hired)	7,202.26	
Gas, Oil & Grease	7,613.10	
Freight & Cartage	259.92	
Explosives & Drill Steel	3,645.10	
Bond	574.31	
P.L. & P.D. Insurance	558.17	
P.U.C. & Licenses	704.21	
Small Tools & Misc. Expense	740.08	
Home Office & General Overhead	821.93	
		62,057.70

R & M Construction Co. (Bridge)	29,438.37
Total Cost	$145,135.15

Detail of Cost
T. C. Wildish Construction Co.

Labor:					
Labor				$ 5,324.67	
Labor Insurance				321.63	
Health & Welfare				125.00	
					$ 5,771.30
Materials:					
2½"-0 Aggregate	6,976	Cu. Yd.	at $1.80	$12,556.80	
3/4"-0 "	1,010	" "	" 1.90	1,926.60	
3/4"-0 "	600	" "	" 1.75	1,050.00	
85-100 Asphalt	193.47	Ton	" 30.80	5,958.88	
	(Freight Included)				
Asphaltic Concrete Mixture	3,011.84	Ton	at $2.92	8,799.14	
RS-1 Asphalt	1.09	"	" 35.00	38.15	
					30,329.57
Equipment Rental & Misc. Supplies:					
Equipment Rental (Owned)				$ 6,100.35	
" " (Hired)				8,315.49	
Gas, Oil & Grease				562.99	
Bond				335.32	
Road Usage				192.00	
Small Tools & Misc. Supplies				122.00	
Home Office & General Overhead				159.75	
					15,787.90
Total Cost					$51,888.77

Remarks:

This was a "State Project" calling for the construction of one reinforced concrete bridge and the construction of 0.77 mile of highway roadbed, stone base and asphaltic concrete wearing surface on the McKenzie Highway in Lane County. The project was bid August 16th, 1956 and awarded September 5th, 1956. Work started September 7th, 1956 and wascompleted November 1st, 1957.

The contractor moved in four men with one TD 24 and dozer and one TD 18 and dozer and started clearing September 7th. The clearing consisted of some merchantable timber and heavy underbrush. As the clearing progressed the excavation of channel change and general excavation was started. For this excavation the contractor moved in one tractor-drawn 20-yard scraper, one 1-yard shovel and two 6-yard dumptors plus drilling equipment. The contractor was hampered considerably during the fall and winter months due to inclement weather, causing him to shut down his operations for quite some time except for the bridge, which was done by the R & M Construction Co. at the bid prices of the contract. In the spring of 1957 the contractor again started his excavation but was still hampered by wet weather and the material being too wet to be placed in fills. The contractor was also hampered with the drilling and blasting as only small shots could be made because of the houses along the highway. The contractor shows a large loss on the grading of this project due to inclement weather, poor supervision and inadequate equipment to do the work.

The subcontractor doing the surfacing and paving moved in his equipment and started hauling and placing base rock September 30th, 1957, hauling from a private quarry located 10.8 miles from the east end of the project, which was a great help to the subcontractor as he bid the job to haul from Springfield. As the base was completed the paving was started, hauling from the commercial plant in Springfield.

With high bid prices and low cost of materials, the subcontractor shows a good profit.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

file

RECEIVED
FEB 21 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Feb. 14, 1958

20-1-21

(CONTRACT NO.)   (EST. NO.)   (CONTRACTOR)

4807   15 Final   A. H. Saxton & Son

(VOUCHER NO.)   (WARRANT NO.)   (AMOUNT)   (DATE)

2786   H204393 $ 7,991.72   2/13/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Winchcomb
ACCOUNTING DIVISION

Specified completion date:	109 workdays from 9-15-56
Time Extensions:	Extended to 117 workdays
Completion Date:	Nov. 1, 1957
Date Accepted:	Jan. 16, 1957
Penalties:	None of record
Claims:	None of record
Remarks:	

Date: Feb. 14, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer Jr
H. B. Glaisyer
Secretary

Warrant Mailed: FEB 14 1958

NOTED ON CARD

RECEIVED
FEB 4 - 1958
FOR FILING

4807

Feb. 3, 1958

Federal Insurance Company
Victor S. Risley Co.
808 Board of Trade Bldg.
Portland, Oregon

Gentlemen:

State Highway Contract No. 4807 for grading and paving on the East Unit, Finn Rock-Elk Creek Section of the McKenzie Highway in Lane County was completed by the contractor, A. H. Saxton & Son on Nov. 1, 1957, and was formally accepted by the Highway Commission on Jan. 16, 1957.

Final payment in the amount of $7,991.72 will be released to the contractor on or after Feb. 13, 1958. The total contract amount is $173,262.68, of which amount $3,656.89 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
em

RECEIVED
JAN 22 1958

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

Jan. 20, 1958

4807

A. H. Saxton & Son
11531 S. E. Powell Court
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Jan. 16 had under discussion your request for an extension of time from 109 workdays to 117 workdays within which to complete your contract No. 4807, for grading and paving on the East Unit, Finn Rock-Elk Creek Section of the McKenzie Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
F. D. Morgan
Harley Mayfield

NOTED ON CARD

RECEIVED
DEC 16 1957
FOR FILING

December 13, 1957

Oregon State Highway Commission

Request for extension of time
No. 1
January 16-17 meeting

Gentlemen:

Contract No. 4807 was awarded on September 5, 1956, to A. H. Saxton & Son and was for the improvement of the East Unit, Finn Rock-Elk Creek Section of the McKenzie Highway in Lane County.

Under the terms of the contract, the project was to be completed in 109 workdays. The contractor required 117 days to complete the project. He has now made a request to us for an increase of eight days, stating as his reason that the item of General Excavation overrun substantially. Investigation discloses that the contractor's statement is true. The gross amount of excavation shown on the contract was 48,000 cubic yards. Actually, it required 58,380.6 cubic yards of excavation and added borrow due to the fact that the material involved had a much heavier shrink factor than was originally anticipated, making for an overrun of 10,380.6 cubic yards.

It is my recommendation that the additional eight days be granted to the contractor in view of the overrun in quantities as explained above.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

FC:me fn

RECEIVED
NOV 25 1957
FOR FILING

20-24

4807

Nov. 25, 1957

CERTIFIED MAIL

Federal Insurance Co.
Victor S. Risley Co.
808 Board of Trade Bldg.
Portland, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to A. H. Saxton & Son a portion of the funds heretofore retained by the Commission on contract No. 4807, for grading and paving on the East Unit, Finn Rock-Elk Creek Section of the McKenzie Highway in Lane County.

This payment, in the amount of $60,990.58, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,111.47. The present payment will be released on or after Dec. 5, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
DEC 16 1957
FOR FILING

files
em

FORM E30—50M—2-57—1476

4-7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1957

SUBJECT: East Unit, Finn Rock-Elk Creek
McKenzie Highway
Contract No. 4807

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

L

I am submitting herewith Contractor's Request for Increase in Number of Workdays to Complete Contract on the subject named project.

The contractor has requested additional workdays in the amount of 8 days. It is true that, on the basis of an overrun of excavation quantity, the contractor is entitled to some extra time. Due to the fact that this job took a higher shrink than was anticipated when the contract was let, it was necessary to borrow 10,380 cubic yards. This borrow, when reduced to dollars and proportioned against the total original contract authorization, indicates that the contractor should have an additional 7 workdays in which to complete the work. I am attaching hereto a letter from Division Engineer Morgan in which he sets forth this calculation in detail.

It is the recommendation of this office that the increase be granted only in the amount of 7 additional workdays.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

NOTED

RECEIVED
NOV 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—37,800—2-57—1-77

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Nov. 12, 1957

SUBJECT: Increase in Work Days
E.Unit, Finn Rock-Elk Creek Sec.
Contract 4807, Prefix 20-1024

To: Tom Edwards
Construction Engineer
Salem, Oregon

I submit herewith Contractor's Request for Increase in Number of Work Days to Complete Construction Contract wherein A. H. Saxton and Son, Contractor for the E. Unit Finn Rock-Elk Creek Section of the McKenzie Highway, requests an additional 8 work days within which to complete Contract 4807. I submit also a copy of a report from Mr. H. E. Mayfield, Resident Engineer on this project, which shows a breakdown of additional construction cost assumed by the contractor in the performance of his work. Mr. Mayfield's report states that an additional 10,380.6 cubic yards of borrow material was placed in the roadbed over and above the 48,000 cubic yards total general excavation as set up in the original contract. The approved Price Agreement for placing this material was $0.95 per cubic yard, making a total of $9,861.50 over and above the original cost of the earthwork. If the amount of the contract, $161,858.50, is divided by the 109 work days allowed for the contract, an average of $1,484.94 of work per work day will be obtained.

By dividing the $9,861.57 by the average amount per work day, $1,484.94, we arrive at a figure of 6.64 additional work days which may be allowed.

The contractor for this project has requested an increase of 8 work days. The calculations quoted above indicate that he is entitled to an extension of 6.64 days. I recommend that the contractor be advised that his request for an additional 8 work days is refused, bu that he be allowed 7 additional work days.

F D Morgan
F. D. Morgan
Division Engineer

CONSTRUCTION DIVISION
RECEIVED
NOV 13 1957
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

dls
encl.

FORM E-30X—57,500—2-35—82807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Springfield, Oregon
Nov. 8, 1957

SUBJECT: Request for extension of time
East Unit, Finn Rock-Elk Creek
Contract 4807 Prefix 20-1024

To: Mr. F. D. Morgan
Division Engineer
Roseburg, Oregon

The following are the revised computations showing basis for consideration of Contractor's Request for Extension of Time on the above named project:

$$\frac{\$161,858.50 \text{ Contract Amount}}{109 \text{ Workdays}} = \$1,484.94 \text{ per workday.}$$

41,500 Cu. Yd. General Excavation, Unclassified. (Bid Item No. 3)
+ 16,880.6 Cu.Y. Furnishing & Placing Pitrun Gravel Borrow incl. Haul. (P.A. No. 6)
58,380.6 cu. Yd. Total excavation yardage involved.
- 48,000 cu. Y. Total General Excavation, Unclassified as per Contract.
10,380.6 Cu. Yd. Estimated Overrun of Excavation Yardage.

10,380.6 Cu. Yd. x $0.95 per Cu. Yd. = $9,861.57

$$\frac{\$9,861.57}{\$1,484.94 \text{ per workday}} = 6.6410562 \text{ Workdays.}$$

Based on 24 hours per workday this amounts to 6 days 15 hours 23.1 minutes.

H. E. Mayfield
H. E. Mayfield
Res. Eng'r.

41,500 Cu. Yd. Gen. Exc. within 50 - 100 cu. yds of final pay quantity. M.

A. H. SAXTON & SON~~S~~
GENERAL CONTRACTORS
~~[illegible]~~
~~CORVALLIS, OREGON~~

11531 S. E. Powell Ct.
Portland 66, Oregon
October 12, 1957

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing 5 copies of Contractors Request for Extension of Time.

We believe this is a very just and reasonable request and hope it meets with your approval.

Very truly yours,

A. H. Saxton & Son

By Donald E. Saxton
Partner

CONSTRUCTION DIVISION
RECEIVED
OCT [illegible]

NOTED--

Form E-1—10M—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

20-1024

For Week Ending November 2, 1957

Section East Unit, Finn Rock - Elk Creek

Kind of work Grading & Paving

Highway McKenzie County Lane

Section prefix 20 - 1024

Contractor A. H. Saxton & Son

Contract number 4807

Date of contract Sept. 5, 1956

Specified work days 109

Date work started Sept. 7, 1956

Work days used 120

Project authorization $189,797.06

Exclusive of engineering $176,300.38

Per cent of time elapsed 110.1 %

Estimated cost of completed project, exclusive of engineering $179,645.02

Estimated per cent overrun or underrun none %

Per cent of contract completed, based on total contract price 93.6 %

Engineering authorization $13,496.68

Engineering cost to date $13,226.60, 98.0 %

Date project was completed November 1, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Subcontractor finished paving approaches Tues., October 29. The placing of 3/4"-0 Material on shoulders was finished Thursday, October 31.

The prime contractor finished shaping the roadbed slopes and placed sight posts, Friday, November 1, which completes this contract.

Mr. Chandler was over the project Oct. 29, and pointed out additional finishing work to be done.

Mr. Morgan was over the project Oct. 30.

This will be the last weekly report on this project.

CONSTRUCTION DIVISION
RECEIVED
NOV 4 1957
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Noted
M. N. Juve
NOTED
C. E. PAULSEN

Signed H. E. Mayfield

Address Rm. 5, 506½ Main St., Springfield, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 8146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.77	0.77			0.77
Miles partially completed					
Miles completed	0.77	0.77			0.77
Total estimated quantities (contract)	48,000 cu yd	8,600 cu yd			2,800 tons
Total quantities corrected to date	58,000 cu yd	8,540 cu yd			3,011 tons
Estimated quantities moved or placed to date	58,000 cu yd	8,540 cu yd			3, 011 tons
Average daily quantities	0	120 cu yd			112 tons
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day					1
Hours per shift					10
Average force on project for week					10

Men	8
Supervision	2
Men and trucks under 3 tons	
Men and trucks over 3 tons	7
Men and tractors	

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers Barber Greene 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	cloudy	0	
Tuesday	fair	0	
Wednesday	showers	0	
Thursday	fair	0	
Friday	fair	0	
Saturday			

RECEIVED
OCT 23 1957
FOR FILING

October 18, 1957

Mrs. Willis M. Percifield
Riverhaven
Blue River, Oregon

Dear Mrs. Percifield:

Thank you for your kind letter regarding the Finn Rock job and I want you to know that I am also greatly relieved to know that the situation is vastly improved.

I have given personal attention to this matter in order that everything possible be done to correct what I know is an extremely disagreeable situation. I have had daily reports on the job progress and now know that the final rock surfacing has been placed, with paving scheduled to start immediately, weather permitting.

It is a pleasure for me to get a letter such as the one you have written.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:fn:gm

MRS. WILLIS M. PERCIFIELD
RIVERHAVEN
BLUE RIVER, OREGON

Mr. C. E. Williams
State Highway Engineer
Salem Oregon
Dear Sir:

I want to thank you for your prompt and courteous reply to my letter regarding the construction on our McKenzie River highway.

All of us are more than pleased at the progress being made - Willis & I have not been over it recently good reports fly up and down the river - We do realize the difficulties that have been encountered but we were beginning to see a little desperate as to eventually coming on and it is our only way out -

Again many thanks

Very truly yours
Mildred F. Percifield

NOTED
FORREST COOPER

---

7 in
hway
occa-

of the
han we
tant
ct and,
e base
n within
o place
eviate

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:me fn

RECEIVED
OCT 16 1957
FOR FILING

[illegible] 4

4807

October 16, 1957

Mrs. O. C. Hart
Blue River
Oregon

Dear Mrs. Hart:

This will acknowledge your letter of October 7 in which you complain of the condition of the McKenzie Highway westerly from Blue River. Delay in answering has been occasioned by the fact that I have been out of the state.

I know that what you say as to the condition of the road is true, as this job has dragged out much longer than we originally had anticipated. We recently sent the Assistant Construction Engineer to that area to inspect the project and, as a result of some changes made by him, we now have the base rock in place and presumably will have the top course on within the next day or so. If the weather permits we intend to place a base course of paving yet this fall, which should alleviate the condition which we are sorry has existed.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:me fn

REFERRED TO
Cooper
By State Highway Engineer
Please prepare reply

Blue River, Oregon.
Oct. 7, 1957.

State Highway Engineer,
State Highway Commission,
Salem, Oregon.

RE: Disgraceful condition of construction work near Blue River, Oregon.

Gentlemen:

For the past year the people who reside on the upper McKenzie River have had to contend with the most disgraceful type of Highway construction I have ever experienced. Recently this portion of the highway has become almost impassable and no one would willingly traverse such a road unless absolutely necessary.

At no time during the time of construction of this short distance have I ever seen more than three or four men working on this project. The equipment is small and obsolete and certainly not the type to be used on highway construction. Why in the name of the tax payers money was such a project let to a one horse outfit?

I have often heard that the State Highway Department had no interest in the McKenzie Highway and I can well believe it. Logging trucks speed at 50 and 60 miles, some with out mud guards and many close together trying to pass each other. The yellow lines are almost obliterated and now we have this mud hole to contend with.

I was born and reared in Oregon and my father before me was a tax payer in the horse and buggy days, so I feel that I have a right to voice my opinion. And speaking of the old days, such a road condition would be considered almost impassable.

Personally, I think it high time something be done about the McKenzie highway. Not only the present impossible situation, but the entire highway situation.

I think a personal investigation should be made immediately by you or your personal representative.

Yours very truly,

Mrs. (O. C.) Hortense A. Hart

Mrs. O. C. Hart
Blue River, Oregon

RECEIVED
OCT 9 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

ECEIVED
OCT 11 1957
FOR FILING

487

October 11, 1957

Mrs. W. M. Percifield
Blue River, Oregon

Dear Mrs. Percifield:

Upon receipt of your letter dated October 6, 1957, I sent our Assistant Construction Engineer from Salem to Blue River to make an on-the-ground inspection of this project. His report to me indicates that the grading is now finished and that the roadway is covered throughout its entire length with base course surfacing rock. While this is not too good for travel, it is anticipated that, if weather permits, the top course surfacing rock will be applied during the week of October 14. Also, if the weather permits, it is our intention to proceed with at least the base course paving, which should alleviate the disagreeable condition which I know has existed.

The reconstruction of any highway is quite difficult where traffic must be maintained through the construction work, and on this particular project the problem has been quite aggravated and I know very trying to the residents of that area. The project proved to be more difficult than originally anticipated and I know that the work has caused problems and worry for the people in that vicinity, and it is my hope that the next few days will see us all "out of the woods". I assure you that we are sorry about the whole matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams

RECEIVED
OCT 7 1957
FOR FILI

Blue River Oreg
Oct 6th 1957

To
State Highway Engineer
Salem Oregon

Dear Sir:

I write you in regard to the condition of our highway that is under construction just below Blue River.

For months we have put up with an impossible situation and an impassable road - Winter is coming on, we have one way out of here - I believe this calls for an personal investigation and quick action taken to give us a decent passable highway thru to Eugene - We regret this work was ever started - Please do something before it is too late - for us

Very Truly Yours
Mildred L Percifield

Mrs W. M. Percifield
Blue River Oregon.

NOTED
FORREST COOPER

RECEIVED
OCT 4 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 7 1957
FOR FILING

FORM E30—50M—2-57—1476
23-1024

4507

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1957

SUBJECT: Walker E. Schwering Property
E. Unit, Finn Rock-Elk Creek
McKenzie Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Please note the attached concerning the gravel bar on the Walker E. Schwering property at Blue River indicating the purchase was made prior to advertising for bids on this project.

Tom Edwards
Tom Edwards
Construction Engineer

TE:jc

Attach.

RECEIVED
OCT 4 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FORM E-30X—27,900—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 2, 1957

SUBJECT: Walker E. Schwering property
E. Unit, Finn Rock-Elk Creek Sec.

To: E. A. Pease
Construction Office Engineer
Salem, Oregon

I attach hereto photostatic copies of two (2) deeds covering the gravel bar owned by Manena and Walker E. Schwering. You will recall that these are the two parcels of property referred to in our previous conversation concerning the ownership by Mr. Walker E. Schwering, a State employee, of a gravel bar located in the McKenzie River near Elk Creek and being used by the contractor as a source of borrow material on the East Unit, Finn Rock-Elk Creek Section of the McKenzie Highway.

These deeds should accompany our previous correspondence regarding this problem.

F D Morgan
F. D. Morgan
Division Engineer

dls
encl.

00 f [illegible] 66250 [illegible] 87416 INSTRUMENT No.

WARRANTY DEED

For Value Received Thomas A. Gilbert and Ella Gilbert, husband and wife; Everett Clapper, a single man

the grantors, do hereby grant, bargain, sell and convey unto Manena Sparks Schwering and Walker E. Schwering, husband and wife, as to an undivided ½ interest; Otto B. Dahl and Pauline Dahl, husband and wife, as to an undivided ½ interest

the grantees, the following described premises, to wit:

Beginning ata point where the present right bank of the McKenzie River intersects the line between sections 29 and 30 in Township 16 South Range 4 East of the Willamette Meridian, South 4° 45' 25" West, 300 feet, more or less, from the one quarter corner common to said Sections, thence south 4° 45' 25" west along said Section line, 1244 feet to the U. S. Government meander corner on the right bank of said River, thence south 64½° West along the right bank meander line, 340 feet, more or less, to the present right bank of said River; thence Northerly along said present right bank to the point of beginning, in Section 30, Township 16 South, Range 4 East of Willamette Meridian, in Lane County, Oregon.

REVENUE STAMPS

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantees, their heirs and assigns forever. And the said Grantor do hereby covenant to and with the said Grantees, that they are the owners in fee simple of said premises; that they are free from all incumbrances

and that they will warrant and defend the same from all lawful claims whatsoever.

Dated: May 7, 1956

Thomas A. Gilbert (SEAL) Everett Clapper (SEAL)

Ella Gilbert (SEAL) (SEAL)

STATE OF OREGON, COUNTY OF LANE, ss:

On this 7th day of May 1956 personally came before me, a Notary Public in and for said county, the within named Thomas A. Gilbert and Ella Gilbert, husband and wife, and ~~Everett Clapper, a single man~~

to me personally known to be the identical persons described in and who executed the within instrument, and acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

[illegible] this day and year last above written.

My Commission expires [illegible] 1959

87416

TITLE ABSTRACT COMPANY, [illegible]

#3117-K

#6650-Clapper

#1642-Hall

Clapp-8

1956 JUN 14 PM 3 40

REEL 82-56 D

State of CALIFORNIA
County of SAN DIEGO } ss.

On May 18 19 56 before me, the undersigned, a Notary Public in and for said [illegible]

EVERETT CLAPPER

known to me to be the person [illegible] subscribed to the within [illegible]

[illegible]

WITNESS my hand and [illegible]

wife; Everett Clapper, a single man

the grantors, do hereby grant, bargain, sell and convey unto Manena Sparks Schwering and Walker E. Schwering, husband and wife, as to an undivided ½ interest; Otto B. Dahl and Pauline Dahl, husband and wife, as to an undivided ½ interest the grantees, the following described premises, to wit:

REVENUE STAMPS

Beginning ata point where the present right bank of the McKenzie River intersects the line between sections 29 and 30 in Township 16 South Range 4 East of the Willamette Meridian, South 4° 45' 25" West, 300 feet, more or less, from the one quarter corner common to said Sections, thence south 4° 45' 25" west along said Section line, 1244 feet to the U. S. Government meander corner on the right bank of said River, thence south 64½° West along the right bank meander line, 340 feet, more or less, to the present right bank of said River; thence Northerly along said present right bank to the point of beginning, in Section 30, Township 16 South, Range 4 East of Willamette Meridian, in Lane County, Oregon.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantees, their heirs and assigns forever. And the said Grantor do hereby covenant to and with the said Grantees, that they are the owners in fee simple of said premises; that they are free from all incumbrances

and that they will warrant and defend the same from all lawful claims whatsoever.

Dated: May 7, 1956

Thomas A. Gillbert (SEAL) Everett Clapper (SEAL)

Ellie Gillbert (SEAL) (SEAL)

87416

STATE OF OREGON, COUNTY OF LANE, ss:

On this 7th day of May 1956 personally came before me, a Notary Public in and for said county, the within named Thomas A. Gillbert and Ellie Gillbert, husband and wife, and Everett Clapper, a single man to me personally known to be the identical persons described in and who executed the within instrument, and acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named.

WITNESS my hand and seal this day and year last above written.

My Commission expires 1959

#31119-H

#4650-Clapper

#11642-Dahl

Clapper 8

1956 JUN 14 PM 3 48

REEL 82-56 D

TITLE ABSTRACT COMPANY, EUGENE, OREGON

State of CALIFORNIA } ss.
County of SAN DIEGO

On May 25, 1956 before me, the undersigned, a Notary Public in and for said

Everett Clapper

known to me to be the person whose name is subscribed to the within instrument

WITNESS my hand and official seal.

90048

Warranty Deed

KNOW ALL MEN BY THESE PRESENTS, That LELAND L. YEAGER and JULIA I. YEAGER, husband and wife,

the Grantors, in consideration of Ten and no/100 - - - - - - - - - - - - - Dollars,

to them paid do hereby grant, bargain, sell and convey unto W. E. SCHWERING and MANENA R. SCHWERING, husband and wife, as tenants by the entirety,

their heirs and assigns, all the following real property, with the tenements, hereditaments and appurtenances, situated in the County of Lane and State of Oregon, bounded and described as follows, to-wit:

Beginning at the quarter section corner on the east line of Section 30 in Township 16 South Range 4 East of the Willamette Meridian, and run thence West 72.0 feet, thence South 9° 12' West 460.0 feet, thence South 22° 24' West 255.7 feet along the easterly right-of-way line of the McKenzie Highway, thence South 15° 29' West 12.6 feet to the true point of beginning, from said point of beginning run thence along the easterly right-of-way line of said Highway South 15° 29' West 112.4 feet, thence South 14° 56' West 87.6 feet, thence leaving the highway and run South 72° 38' East 76.3 feet to the right bank of the McKenzie River, thence following up the right bank of said McKenzie River bearing North 22° 01' East 200.5 feet, thence leaving said River bank and run North 72° 38' West 100.0 feet to the point of beginning, in Lane County, Oregon.

Subject to reservation of water and mineral rights in the original Patent to Anna L. Crawford, recorded April 10, 1905, at page 327 of volume 57, Lane County Oregon Deed Records.

To Have and to Hold the above described and granted premises unto the said grantees, their heirs and assigns forever.

And the grantors do covenant that they are lawfully seized in fee simple of the above granted premises free from all incumbrances, except as stated above,

and that they will and their heirs, executors and administrators, shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever.

Witness our hands and seals this 19th day of June, 1956.

Leland L. Yeager (Seal)

Julia I. Yeager (Seal)

STATE OF OREGON,
County of Lane } ss.

On this 19th day of June, 1956, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named LELAND L. YEAGER and JULIA I. YEAGER, husband and wife, who are known to me to be the identical individuals described in and who executed the within instrument, and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written

Stanley R. Darling
Notary Public for Oregon.
My Commission expires 11-2-56

90048

Compliments of
CASCADE TITLE CO.
936 Oak Street Eugene, Oregon

WARRANTY DEED

X 2785- Yeager

4 1490- Schwering

State of Oregon,
County of Lane—ss.
I, Harry L. Chase, County Clerk and ex-officio Recorder of Conveyances, in and for said County, do hereby certify that the within instrument was received for record at

1956 JUL 17 PM 3 22

REEL 83 '56 D

Lane County [illegible] Records.
HARRY L. CHASE, County Clerk.
I By [illegible] Deputy.

Return To:
Schwering
[illegible]

9-27-57

(Draft of suggested letter for signature of Governor Holmes)

Mr. Arthur S. Dustan
Blue River
Oregon

Dear Mr. Dustan:

I told you in my letter of September 25 I would look further into the matters which you brought to my attention regarding the highway construction near your property between Finn Rock and Blue River on the McKenzie Highway. From the information I now have, I am pleased to give you the following comments:

In the matter of the damage to your property by blasting and rock left in your yard, must advise you that the State Highway Department, in the wording of all contracts, requires the contractor to post a bond to protect the State from any damage that may be done by the contractor. You should promptly take this matter up with the contractor and I am certain your attorney will know how best to handle this.

As to Walker Schwering, Highway Foreman, selling rock to the State, this is not true according to state highway records. In the first instance, the State can buy neither properties nor materials from a state employee, and, where properties or materials are involved, it is necessary that the State institute condemnation proceedings if the owner is a state employee. The only way that the State could acquire any gravel or rock from Mr. Schwering would be to file a condemnation proceeding. Mr. Schwering may sell rock to a contractor or any other individual the same as any private citizen.

In the matter of compensation for your property, that again is a matter that can only be determined by Court proceedings. The State must treat all individuals the same, and, when an agreed price cannot be reached after proper appraisal, then the amount to be paid must be set by Circuit

Court action. The matter of the boundary dispute between you and Mr. Boren is, of course, of no concern to the Highway Department nor does the Highway Department have any authority in the matter. I thought that Mr. Williams covered this quite thoroughly in his letter in which he stated, "In acquiring right of way, the Highway Commission has no way of resolving boundary disputes; therefore, we ordinarily write the type of description that places the disputed area in the descriptions of both of the properties to be acquired. This puts clear title in the name of the State and eliminates the necessity of the Highway Commission becoming involved in a boundary dispute."

I have also further checked on your assertion that Mr. Williams was in error in stating that there was no construction from December 1956 to June 1957 on account of the weather. If you will recheck Mr. Williams' letter, of which I furnished you a copy, you will find that he said "The ground and weather conditions in the area have prevented construction work in the grading operations from early last December until June of this year. . . " Williams advises me that this is true, but that during this period work was in progress on the construction of a bridge and the riprapping of the channel change at the bridge site, which required the blasting of rock and hauling thereof to the riprap site. I can, however, well understand your confusion as to Mr. Williams' direct meaning.

I feel quite certain that you will be fairly treated in the Court proceedings and that your attorney will be able to work out a settlement with the contractor or its surety for any damage that may be done to your property as a result of the contractor's operations.

ROBERT D. HOLMES
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

September 25, 1957

Mr. Arthur Dustan
Blue River, Oregon

Dear Mr. Dustan:

I would just like to report that I appreciate your very kind words extended in my behalf regarding my interest in your case with the State Highway Department and would like to add that with the further information that you have furnished, I will again look into this matter.

It is my sincere hope that your health will improve and that this project will be completed soon.

COPY

NOTED
W. C. WILLIAMS

Best regards,

Robert D. Holmes
Governor

RDH hb

Mr. W. C. Williams
State Highway Engineer

Dear Mr. Williams:

Enclosed is more correspondence which is self-explanatory. I be it would be best if you would prepare another suggested letter on this matter to wind this situation up.

RECEIVED

Governor

[illegible] River, Oregon.
September 23rd, 1957.

Honorable Robert D. Holmes,
Governor of Oregon,
Salem, Oregon.

Dear friend:

Many thanks for your prompt action on my request for an investigation of the road building job between Finn Rock and Blue River on the McKensie river. The immediate result has been a feeble attempt at trying to keep the dust down. I appreciate receiving the copy of W. C. Williams' letter. I had no intention of writing again; but this letter is so full of misstatements and half-truths that I feel forced to answer them to the best of my ability. This state highway department oligarchy has reigned so long that each member will go to great lengths to protect other members.

First, A. H. Saxton & Son, the contractors, have been very irresponsible and high-handed in their dealings with us. While blasting, they a window, dropped rock on our house that put at least two dents in our roof about 6 inches wide, caused our river porch to leak, broke cement in our garage, and left the yard full of rock that caused at least one tire blowout. To this day they have not had the courtesy to inquire about damages although my wife did report to the foreman that we had a broken window and a tire blowout.She had to look him up. During the last two weeks they have put some water on the road; but until this time, we have just been drowned in dust. Rumor has it that Saxton & Son are using their heavy equipment on another job and are using their light equipment on this job. Young Saxton went to great lengths to antagonize us during the months before the last elections. With almost a mile to park his car in, he preferred to park his cars directly in front of our house with their McKay and Smith signs. My wife and I had Morse, Porter and Holmes bumper strips on our cars.

Although W. C. Williams says that Walker Schwering, highway foreman on this division had no prior knowledge of this job, he boasted openly that he had bought a place on the river and was going into the rock crushing business to furnish rock for the state. This was in the Spring of 1956. Court recordswill prove me correct, too. Upon purchase of this property, he announced that he was going into the gravel business. In July 1956, I made a special trip to Salem to see a map of this project. I mentioned to one of the highway department heads about the Schwering gravel deal, and that I thought it against state laws. He agreed. This gentleman who was very cooperative said that Schwering would never get away with furnishing gravel to the state. He has also been mixed into several deals not connected with the state that have stunk. W. C. Williams says that Schwering is an old trusted employee of the state. Schwering has dropped out of another deal connected with this highway construction when it got too hot for him. This was in connection with the Boren property across the road.

About two months after surveying for the new highway had started, the first part of July, a Mr. Morgan, purchasing agent for the highway department, came to our house one early morning. I asked him to sit down so we could talk. He said he was too busy and just came to tell us how much they would offer for the damage to our place on both sides of the highway. He said they were taking our lower flat on the far side of the highway, and a corner of our place on the river side. I explained that when they took the lower flat my entire property was ruined. It left a steep bluff from the highway(proposed) to the second flat on the hill. We had turned down $3000.00 for this property just a few years before. I put in seven winters cleaning this property free of logs and stumps as we had intended building a home over there eventually. He said that $500.00 would be the limit for this property regardless. I mean by this, the lower flat. Morgan stamped out of the house saying that Walker Schwering said I was hard to get along with. He stopped back again at 7 o'clock that night and asked if we had changed our minds. This man is a rude arrogant public relations representative of the state of Oregon. Diplomacy can accomplish so much more than rudeness.

The second and last highway department representative ever to call on us was in the middle of October. The resident highway engineer stopped by to see us then about moving our water system temporarily. I asked him why he had not called on us before this. I had seen his car parked around our place many times. He very sheepishly said that Walker Schwering had told him that I was hard to get along with.

Another misstatement by W. C. Williams was that there was no construction from December 1956 to June 1957 on account of the weather. When I got home,after 3 months in the hospital with heart trouble, the first of February, the trucks were running incessantly. I'm sure that payroll records of the A. H. Saxton & Son will verify this. Things like this are very petty, but Mr. Williams made a point of putting them in his letter to you.

Before the purchasing agent had contacted us, property changes had been made by the state in the court house of Lane county. Is this the proper procedure or is this according to state law? I just resent a police state no matter where it is.

May I lead up to the Boren deal that Mr. Williams laughed off as though it was between the Borens and us? In 1943 while on a vacation in Oregon, we decided to buy on the McKenzie river. By 1946 and a lot of hard work, we had accumulated several parcels of land including the house we live in now and a house diagonally across from us on the other side the highway. This last house we bought in 1944. Outside of approximately 5 acres, we bought the rest from an Everett Clapper and his pardner Tom Gilbert. In January 1946 we sold five acres of land and a house to Mr. & Mrs. Walter Boren who had been renting from us. This property was not purchased from Everett Clapper. In 1947, Clapper, who had sold overlapping property to almost all his purchasers, decided to change the deeds and descriptions on all the property in this area even those who had not purchased from him. He did this without the knowledge or consent of the owners. His attorney, Don Husband, must have had knowledge of this deal as a relative of Husband's did the job while on leave of absence from the service. Fortunately for us, we had bought from Clapper with certain definite physical boundaries such as quarter section lines and west bank of creek, etc. When I discovered this surveyor running lines on place, I asked Clapper what it was all about. He said that it had nothing to do with our properties and that he was just fixing up some other descriptions. When the job was done, he even brought me a map put out by the surveyor showing me on the map that our properties were just as they were supposed to be. Incidently, this map even the title insurance company. Then a year later a notorious logger with a savory reputation started logging on my place. I had him arrested at the request of the sheriff. My attorney, Dave Evans and now deceased, suggested Follett & Ford, surveyors with a good reputation, to run over our land when he found out that Clapper was involved. He called Clapper a crook. We soon found Clapper had taken off almost an acre of our land. When I confronted Clapper with this evidence and threatened to have him arrested, he said that he would pay a new surveying bill and have the deeds readjusted. Clapper had forged my name to the changed deed, and then intercepted our mail when the new deed had been mailed us from the Recorder's office. Clapper instructed Follett & Ford to go ahead and make the survey and make the proper changes in the Recorder's office. We presumed that everything had been taken care of properly, and temporarily forgot it. Then in May 1956 while standing in front of our home, a highway engineer, a Mr. Worth, called to me. Mr. Worth said that there were two conflicting descriptions of our property. Then I found out that Clapper had not paid for the survey and called it off. He then skipped off to California. Evans had died in the meantime and we had never been notified. Mr. Worth, however, notified me that the highway department would have to purchase our property by the original deed with the west bank of Clapper creek as the boundary. He also notified me that our house property had been changed on that crooked survey by Clapper, and that Walker Schwering had even purchased part of our porch when he bought the property he as using for rock on the highway. Shortly after this to save our nerves, we took off a trip through the southwest. I might say that Walker Schwering told the Borens about their property description having been changed and they found a changed deed on their property that Clapper had made up so he rushed down and had the title company insure it. He then claimed an acre of our place alongside of him including our water system. Walker Schwering made arrangements to by the Boren place but backed out when the title company found out that they had been fooled. However, this was just recently.

In the meantime, Mr. Morgan came in with his $500.00 offer. I immediately engaged Charles Porter. However, when Morgan came into our house with his map, I asked to see it. He shoved it out in front of me and then quickly withdrew it refusing to give me another look. However, I could see even then that the highway department was going by Clapper's original crooked survey and protested it. That is the reason we made a trip to Salem and saw another map from that very cooperative gentleman previously mentioned. Morgan went ahead without any regard to my warning, and paid the Borens in full. In fact, they were the first to receive a check in this area. Charlie Porter advised a complete new survey of our property as of our original deed, and also advised an independent appraiser report on the value of the property the state was taking for the highway. At a cost of $1300.00 or thereabouts we have had the survey made. Gordon Burbee, our appraiser, appraised the land the state was taking at [illegible] He particularly warned me that he could not show partiality to the party hiring him. [illegible] Charlie Porter became involved in his campaign, won and left immediately [illegible] [illegible] Skelton took over and then went to Salem. He is [illegible] bringing this affair into court. That is how matters now stand.

This affair has been very hard on both my wife and me. From the worry, I went to the Veterans' Hospital in Portland this last Winter for several months. My heart couldn't take it any longer. I probably would never have written you if I just decided I couldn't take any more dust. Two summers make a person pretty disgusted. I still believe an investigation of this affair would do lots of good. Please excuse the mistakes in grammar as I am not copying this, just my thoughts as they come to me.

Again, thank you many times for your courtesy in doing what you have. As a [illegible] are proud of you.

property in this area even those who had not purchased from him. He did this without the knowledge or consent of the owners. His attorney, Don Husband, must have had knowledge of this de as a relative of Husband's did the job while on leave of absence from the service. Fortunate for us, we had bought from Clapper with certain definite physical boundaries such as quarter section lines and west bank of creek, etc. When I discovered this surveyor running lines on place, I asked Clapper what it was all about. He said that it had nothing to do with our properties and that he was just fixing up some other descriptions. When the job was done, he even brought me a map cut out by the surveyor showing me on the map that our properties were just as they were supposed to be. Incidently, this map even the title insurance company. Then a year later a notorious logger with a savory reputation started logging on my place. I had arrested at the request of the sheriff. My attorney, Dave Evans and now deceased, suggested Follett & Ford, surveyors with a good reputation, to run over our land when he found out that Clapper was involved. He called Clapper a crook. We soon found Clapper had taken off almost an acre of our land. When I confronted Clapper with this evidence and threatened to have him arrested, he said that he would pay a new surveying bill and have the deeds readjusted. Clapper had forged my name to the changed deed, and then intercepted our mail when the new deed had been mailed us from the Recorder's office. Clapper instructed Follett & Ford to go ahead and make the survey and make the proper changes in the Recorder's office. We presumed that everything had been taken care of propetly, and temporarily forgot it. Then in May 1956 while standing in front of our home, a highway engineer, a Mr. Worth, called to me. Mr. Worth said that there were two conflicting descriptions of our property. Then I found out that Clapper had not paid for the survey and called it off. He then skipped off to California. Evans had died in the meantime and we had never been notified. Mr. Worth, however, notified me that the highway department would have to purchase our property by the original deed with the west bank of Clapper creek as the boundary. He also notified me that our house property had been changed on that crooked survey by Clapper, and that Walker Schwering had even purchased part of our porch when he bought the property he as using for rock on the highway. Shortly after this to save our nerves, we took off a trip through the southwest. I might say that Walker Schwering told the Borens about their property description having been changed and they found a changed deed on their property that Clapper had made up so he rushed down and had the title company insure it. He then claimed an acre of our place alongside of him including our water system. Walker Schwering made arrangements to by the Boren place but backed out when the title company found out that they had been fooled. However, this was just recently.

In the meantime, Mr. Morgan came in with his $500.00 offer. I immediately engaged Charles Porter. However, when Morgan came into our house with his map, I asked to see it. He shoved it out in front of me and then quickly withdrew it refusing to give me another look. However, I could see even then that the highway department was going by Clapper's crooked survey and protested it. That is the reason we made a trip to Salem and saw another map from that very cooperative gentleman previously mentioned. Morgan went ahead without any regard to my warning, and paid the Borens in full. In fact, they were the first to receive a check in this area. Charlie Porter advised a complete new survey of our property as of our original deed, and also advised an independent appraiser report on the value of the property the state was taking for the highway. At a cost of $1300.00 or thereabouts we have had the survey made. Gordon Burbee, our appraiser, appraised the land the state was taking at [illegible] He particularly warned me that he could not show partiality to the party hiring him. Then Charlie Porter became involved in his campaign, won and left immediately after [illegible] over and then went to Salem. He is now [illegible] bringing this affair into court. That is how matters now stand.

This affair has been very hard on both my wife and me. From the worry, I went to the Veterans' Hospital in Portland this last Winter for several months. My heart couldn't take it any longer. I probably would never have written you if I just decided I couldn't take any more dust. Two summers make a person pretty disgusted. I still believe an investigation of this affair would do lots of good. Please excuse the mistakes in grammar as I am not copying this, just my thoughts as they come to me.

Again, thank you many times for your courtesy in doing what you have. As a governor, we are proud of you.

Your sincere friend,
Arthur S. Duste

RECEIVED
SEP 24 1957
FOR FILING

[illegible]

4F-7

September 24, 1957

Mrs. Herbert A. Sain
Box 142
Blue River, Oregon

Dear Mrs. Sain:

I have your letter of September 16, 1957 which refers to the disagreeable conditions caused by road construction on the Finn Rock job.

I know what you say about this being a disturbing condition for the people living in that area is true. I have issued instructions for the Resident Engineer to contact you, which I am sure he has done by this time. I have also issued instructions that the job be kept watered to minimize the dust, which I can well understand has been painful to the people living in that area.

With a "break" in the weather, the project should be completed yet this fall, or at least we should get an oil mat laid on the surfacing, which will alleviate the major cause of the dust. I am very sorry for the inconvenience that you have been caused, and thank you for calling the matter to my attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:ms hi

Blue River, Oregon
September 16, 1957

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are tenants of Mr. D. C. Brown, living on highway 126, where there is road construction between Finn Rock and Blue River. Since the beginning of this project we who live in homes in this area have had no protection from the dust. It rises in constant clouds, so thick it sometimes obscures Mr. Brown's home directly across the road. The interiors of these homes are constantly subjected to this dust. In ours I must examine each dish, each table, every article before I use it. The furniture is beginning to show wear from the ebrasive quality of this dust. Every article of clothing must be shaken before it is worn. It is even seeping into the drawers and chests where we have stored things in a vain attempt to keep them clean. Not once this summer have we chanced to hang clothes on an outside line to dry. Some of us with allergies and sinus infection are suffering in this way too.

Isn't there some regulation regarding this? The contractor has a water wagon which we all think totally inadequate, but even then uses it but rarely. (He has had it on this job for just a short while). It scarcely damps the soil on this strip. With this setup he should use it at least every four hours, instead of three or four times a week. I doubt if that vehicle would control it even then. With this continued dry weather it gets worse daily. I would not register this protest if I could see some relief in sight. We have suffered this all summer, as you know. The whole area here is covered with a deep layer of yellow rock like dust that begins to defy even water.

You could of course suggest that we move, since we are renters. But we have no desire to, we have been most happy here and have made this place our home since coming into the area to live. We are fond of our neighbors, and it is convenient for us in every way.

Very truly yours,

Mary R. Sain

Mrs. Herbert A. Sain

cc: D.C.Brown

NOTED
FORREST COOPER

RECEIVED
SEP 10 1957
FOR FILING

[illegible]

[illegible]

September 9, 1957

Honorable Robert D. Holmes
Governor of Oregon
State Capitol
Salem, Oregon

Dear Governor Holmes:

As per request I am pleased to give you the following report in reference to the letter addressed to you by Arthur S. Dustan of Blue River.

In the year 1956 the Highway Commission had some money programmed for improving the McKenzie Highway in the vicinity of Walterville. At the earnest solicitation of the McKenzie River School District and other interested parties in the area, the Commission transferred the money to the so-called Finn Rock-Elk Creek Section and applied it to a section where dangerous curves and flooding had caused considerable distress. Also included in the project was widening of the narrow Elk Creek bridge. A careful analysis of high water was made, and the new road will be a minimum of three feet above any known high water.

Unfortunately, there was not sufficient money to improve the entire section that was requested by the local groups. A 3/4-mile project which would alleviate the worst conditions was contracted on September 5, 1956. The contractor started clearing on September 7, 1956 and began excavating for a channel change for Elk Creek to permit construction of a bridge during the winter season. Some grading operations were carried on until sometime after Thanksgiving, at which time wet conditions did not permit further work. At that time any cuts or disturbances of the old pavement were repaired and remained so until approximately June 15 of this year, when work was resumed on the remainder of the grading. The grading work will be completed near the end of September, with work on placing the surfacing on the new line to be started immediately. The project will be completed before this winter season, weather permitting.

Referring to Mr. Dustan's complaint that they have been caused suffering by the blasting, dust, and noise, I can only say that the modernizing of any road necessitates certain discomforts for those people living in houses abutting the work area. It is just not possible to do heavy construction work without some inconvenience to people living in the area. We do, however, use every reasonable means to hold it to a minimum. The ground and weather conditions in the area have prevented construction work in the grading operations from early last December until June of this year, and it is well possible that Mr. Dustan considers the contractor dilatory. However, it must be pointed out that certain basic construction principles must be adhered to in order that the project be constructed in a sound and satisfactory manner. The contracting firm of A. H. Saxton & Son enjoys a very excellent reputation for being good operators and over many years past has never in any manner engaged in an operation wherein an inferior project would be constructed under a contract which it held.

Referring to the matter of highway foreman Walker Schwering selling gravel to A. H. Saxton & Son, I find that, while it is true that he did sell gravel to the contractor, it was from property which he had owned prior to the planning of this project, and, furthermore, the need for this material was not apparent until the contract was well along toward completion and it was discovered that there was an underrun in embankment materials which was not anticipated at the time of the award of the contract. Mr. Schwering is an old and trusted employee, who owns other properties along the McKenzie River and who dealt with the contractor as a private citizen. Mr. Schwering is a maintenance foreman only, and men in this classification have no advance notice of highway projects approved by the Commission except such knowledge as may be obtained from public announcement.

Referring to the matter of the right-of-way acquisition, I find the following:

There is a boundary dispute between Mr. Dustan and his neighbor, Mr. Boren. In acquiring right of way, the Highway Commission has no way of resolving boundary disputes; therefore, we ordinarily write the type of description that places the disputed area in the descriptions of both of the properties to be acquired. This puts clear title in the name of the State and eliminates the necessity of the Highway Commission becoming involved in a boundary dispute.

When negotiations were started with Mr. Dustan for the acquisition of right of way, our agent, Mr. Morgan, called upon him to discuss the matter. No settlement was agreed upon, and we immediately thereafter received a letter from Attorney Charles O. Porter (now Congressman Porter) of Eugene, stating that he was representing Mr. Dustan and that all further negotiations should be conducted with him. Our record indicates that our agent contacted Mr. Porter on at least two occasions and probably had correspondence with him also. The offers made to Mr. Dustan and his attorney are on the basis of appraisals made by two competent appraisers of the Springfield, Eugene area, Mr. Oscar Shockley and Mr. James A. Rodman, Jr., and placed the value at $600. Mr. Dustan's demands were in the neighborhood of $4,000, and, as there appeared to be such a wide discrepancy in ideas of value, it was deemed to be in the best interests of the State to have the matter adjudicated in the courts. I am sure that Mr. Dustan will be justly treated in the matter of compensation when the value is established by the Circuit Court. Upon assuming his duties as Congressman, Mr. Porter turned the matter over to his associate, Mr. Keith Skelton.

The project should be completed this fall, weather permitting. I realize that there has been some discomfort and inconvenience caused to the residents of the area, and, while we attempt to minimize them, I know of no way to eliminate them completely. These matters are troublesome to us and, I realize, in many cases to you. I assure you that we are doing our best to make these needed improvements by modern accepted methods and, to the best of our ability, in a manner that will hold complaints to a minimum.

I shall be glad to give you any additional information that you might wish.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:me hi
cc Mr. Forrest Cooper

Draft of suggested letter for signature of Governor Holmes -

Mr. Arthur S. Dusten
Blue River
Oregon

Dear Mr. Dustan:

During my absence from the office in holding meetings state-wide in connection with the industrial development of Oregon, my Executive Assistant, Mr. Harry R. Swanson, Jr. advised you that I would have an investigation made of matters referred to in your letter of August 26. I have requested a complete report on this matter from the State Highway Engineer, W. C. Williams, and now that I have his report at hand, I am pleased to furnish you a copy thereof. You will note the Highway Department admits that some inconvenience has been caused residents of the area by reason of blasting, dust, and noise. but I believe that we all will agree that road construction in such terrain as the McKenzie River Canyon cannot be performed without certain inconveniences.

I note from Mr. Williams' report that your case is now being handled by Mr. Keith Skelton of Eugene, who is a most able attorney, and I feel certain that you will receive just treatment in court proceedings in this matter.

If there is anything in the Highway Engineer's report which is not factual, will appreciate your advising me of such.

Very truly yours,

FORM 830—30M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5th, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Concerning the Finn Rock-Elk Creek Section of the McKenzie Highway, I have the following to report:

Work started September 7th, 1956, consisting of clearing. The contractor began moving material from the Elk Creek channel about September 15th, removing some material from opposite the Dustan place at approximately the same time. No grading work was done after approximately December 12th, 1956 until June 15th, 1957. The material was wet and rubbery and considerable trouble was experienced.

Sprinkling has been carried on but it cannot be over-sprinkled due to being above optimum moisture. Three weeks of grading remain. It is believed that paving will be completed this fall. The old highway was not disturbed except at one place, which was repaired by a section crew, prior to June 15th of this year.

Material did not contain the anticipated amount of rock and shrank rather than going straight across, with the result that we were some 6,000 yards short of excavation to complete embankment on the southwest end. A price agreement was executed by the Division with the contractor to secure the material as borrow and place it. They inform me that the material is being taken from property owned by Walker Schwering which, they believe Schwering owned prior to advertising of bids for the project.

Tom Edwards
Construction Engineer

TE:AR

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1957

SUBJECT: File No. L-2619; R-25132
State of Oregon vs. Dustan
Finn Rock-Elk Creek Section
McKenzie Highway
Lane County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

The complaint of Arthur S.Dustan, in so far as it concerns right of way, has been reviewed, and as is usual in such cases, it appears that a difference of opinion as to property value is at least one of the sore points.

It was necessary to secure a portion of Mr. Dustan's property for right of way, and as negotiations failed, we had to file a condemnation in order to clear the area for contracting. Our idea of value has been about $600.00, which is based not only on our own thinking, but also that of Appraiser Shockley of Springfield and Appraiser Rodman of Eugene. I am not sure exactly what Mr. Dustan's ideas of value are, but I understand he demanded $4,000.00 at the time our Right of Way Agent contacted him. Mr. Dustan is correct, that our agent spoke to him personally, only once, as immediately thereafter we received a letter from Representative Chas. Porter of Eugene, stating that he was representing Mr. Dustan, and that all future negotiations should be conducted with him. Our record indicates that our agent contacted Rep. Porter on at least two occasions, and I think, had correspondence with him several times.

The right of way acquisition from Mr. Dustan has been complicated because of a boundary dispute between himself and his neighbor, Mr. Boren. In acquiring right of way from Mr. Boren, our description was carried across the disputed area. Likewise, in our complaint against Mr. Dustan, the area described was included in the disputed area. In effect, we are actually acquiring this disputed strip twice, but by doing so, we are able to secure a Title Policy which will cover the whole right of way.

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)

FORM 830—30M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1957

SUBJECT: File No. L-2619; R-25132
State of Oregon vs. Dustan
Finn Rock-Elk Creek Section
McKenzie Highway
Lane County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

The complaint of Arthur S.Dustan, in so far as it concerns right of way, has been reviewed, and as is usual in such cases, it appears that a difference of opinion as to property value is at least one of the sore points.

It was necessary to secure a portion of Mr. Dustan's property for right of way, and as negotiations failed, we had to file a condemnation in order to clear the area for contracting. Our idea of value has been about $600.00, which is based not only on our own thinking, but also that of Appraiser Shockley of Springfield and Appraiser Rodman of Eugene. I am not sure exactly what Mr. Dustan's ideas of value are, but I understand he demanded $4,000.00 at the time our Right of Way Agent contacted him. Mr. Dustan is correct, that our agent spoke to him personally, only once, as immediately thereafter we received a letter from Representative Chas. Porter of Eugene, stating that he was representing Mr. Dustan, and that all future negotiations should be conducted with him. Our record indicates that our agent contacted Rep. Porter on at least two occasions, and I think, had correspondence with him several times.

The right of way acquisition from Mr. Dustan has been complicated because of a boundary dispute between himself and his neighbor, Mr. Boren. In acquiring right of way from Mr. Boren, our description was carried across the disputed area. Likewise, in our complaint against Mr. Dustan, the area described was included in the disputed area. In effect, we are actually acquiring this disputed strip twice, but by doing so, we are able to secure a Title Policy which will cover the whole right of way.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)

FROM THE DESK OF
HARRY R. SWANSON, JR.
EXECUTIVE ASSISTANT

Sept. 3

Dear Dutch:

Will you please prepare a letter for the Governor's signature covering this situation?

Harry

RECEIVED
[illegible] 1957
OREGON
STATE HIGHWAY COMMISSION

ROBERT D. HOLMES
GOVERNOR

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

September 3, 1957

Mr. Arthur S. Dustan
Box 167
Eugene, Oregon

Dear Mr. Dustan:

During Governor Holmes' absence, I would like to acknowledge receipt of your letter complaining about the road project between the McKenzie High School and Finn Rock, Oregon.

Please be assured that this will be investigated and the Governor will correspond with you upon his return.

COPY

Sincerely,

Harry R. Swanson, Jr.
Executive Assistant

HRS:b

cc: W. C. Williams
State Highway Engineer

---

a small
point.
made to
t dust
from the
rk
several
caused
job.

project
kton Con-
the con-
with. My
pay for
me. and
s paying
the pay-
volved
ith skel-
m asking
sons of
should
ers who
has been

Blue River, Oregon.
August 2[illegible], 1957.

Governor Robert Holmes,
State of Oregon,
Salem, Oregon.

Dear Governor:

This letter is a request of you for an investigation of a small road straightening job between the McKenzie High School and Finn Rock, Oregon. Started originally to straighten out 2 miles of curves, it has developed into a one mile job of FREEWAY proportions. After 16 months the job is only [illegible] done. Saxton & Company of Corvallis are the contractors. The highway when completed will be below the old highway and below the highwater danger point. The most dangerous curves will not be eliminated. No attempt is being made to keep the dirt wet down; and as a result for two summers we have fought dust in our house no matter how tight we keep it. The wear on our nerves from the blasting, loud trucks, noisy cats, drilling and other construction work along with the dirt and dust has nearly driven us demented. I spent several months in the Veteran's Hospital in Portland with a heart condition caused entirely from what we are going through in this horribly ineffecient job. Almost everyone on the McKenzie river is burnt up with this project.

A highway foreman, Walker Schoerwing, got wind of the project ahead of time, bought property, is selling gravel and rock to the Saxton Company. The resident engineer never came near us until 5 months after the construction started because he had heard that I was hard to get along with. My property has been ruthlessly taken from me with another party taking pay for part of my property. A fellow by the name of Morgan made one call on me, and was insulting in his attitude. I explained at that time the state was paying another person for my property, but he refused to listen and turned the payment through to this other party. Now the title insurance company involved on the deal admit they were wrong, but the state tells my lawyer, Keith Skelton, that I must collect from the fellow they wrongfully paid. So I am asking a complete investigation of the tyrannical methods of A. H. Saxton & Sons of Corvallis, and the Oregon State Highway Department. I believe that I should have the privelege of sitting in on the investigation along with others who have suffered from this terribly inefficient job. Incidently, damage has been done to our house from the blasting of rock.

Your sincere supporter,

Arthur S. Dustan,
Blue River, Oregon.

RECEIVED
JUN 27 1957
FOR FILING
FORM E30—50M—2-57—1476

20-1024

4807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1957

SUBJECT: Work days used,
East Unit, Finn Rock-Elk Creek
McKenzie Highway
Contract No. 4807

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I have discussed the work day count, which you called to our attention by your letter of June 21st, on the subject named job with the resident engineer.

The resident engineer states that the soils encountered on this job were very poor draining, being quite shallow and overlaying the rock which holds the moisture ~~the~~ soils. He therefore has not been able to charge the contractor because of the wet condition of the soil resulting from past inclement weather. He assures me that the soils are now still on the wet side; however, the contractor is working them and the work day count is being made.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

NOTED
FORREST COOPER

RECEIVED
JUN 28 1957
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
JUN 25 1957
FOR FILING

4807

Salem, Oregon
June 21, 1957

Mr. Tom Edwards
Construction Engineer
Department

Work days used -
East Unit, Finn Rock-
Elk Creek project
Contract No. 4807

I note on the Field Engineer's Weekly Report for the East Unit, Finn Rock-Elk Creek project, Contract No. 4807, H. E. Mayfield, Resident Engineer, that only 24 work days were used to June 15, 1957. As the contract was awarded September 5, 1956, this seems a little unusual. It just does not seem possible that in the intervening months only 24 days were suitable in that area.

Will you please give a look.

Forrest Cooper
Deputy State Highway Engineer

FC:me

A

RECEIVED
NOV 1[illegible] 1956
FOR FILING

20-1024

4807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1956

SUBJECT: Finn Rock-Elk Creek
McKenzie Highway
Contract No. 4807

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to your letter of November 14, in which you forwarded a claim from A. H. Saxton and Sons, contractors on the subject named job, for loss of anticipated revenue in the clearing operations on this section. This loss was occasioned by the reserving of the merchantable timber on two parcels of right of way to their respective owners. This was not taken into accountnor were there any exceptions made in the special provisions for the job.

We have checked with Mr. Porter and the amount of timber claimed by the contractor seems to be well within the limits of our cruises on these two properties.

In view of the above, it appears that the contractor's claim has merit. Will you please submit a price agreement covering this claim; however, I wish to point out that the contractor has not figured any credit to the State for these trees being removed by other persons. It would seem that he should give us a reduction reflecting the saving in cost.

A copy of your letter has been handed to Mr. Porter, and he is going to pursue the question of the unauthorized cutting of timber on the then existing right of way.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
NOV 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1956
FOR FILING

20-1024

4807

September 26, 1956

A. H. Saxton & Son
11531 S. E. Powell Court
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4807, which was awarded to you by the State Highway Commission on September 5, for grading and paving on the East Unit, Finn Rock-Elk Creek Section of the McKenzie Highway in Lane County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 14 1956
FOR FILING

[illegible]
4887

September 5, 1956

A. H. Saxton & Son
11531 S. E. Powell Court
Portland, Oregon

Gentlemen:

The State Highway Commission on August 16, 1956, accepted your proposal for grading and paving, also construct one bridge, on East Unit, Finn Rock-Elk creek Section of the McKenzie Highway, in Lane County, for the sum of $161,858.90 and referred it to the State Highway Engineer with authority to award you the contract as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4887.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:eam

cc: Pac. Builder & Engineer, Inc.
3418 Third Ave., Seattle 1, Wash.
Att.: Dorothy McCormack

R. G. Savage
Tom Edwards
S. H. Probert
F. M. Stephenson

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
Sept. 5, 1956
11:55 A. M.

A. H Saxton & Son
11531 S. E. Powell Court
Portland, Oregon

Contract for East Unit, Finn Rock-Elk Creek Section of McKenzie Highway, Lane County, for which you submitted low bid on August 16, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COM

cc: C. W. Head
Accounting (5003-900)
Files ✓

[illegible] day of the letting.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

[illegible]

Enclosure

cc Mr. Forrest Cooper
Mr. R. L. Porter

RECEIVED
JUL 10 1956
FOR FILING

20-1024

4807

June 28, 1956

Oregon State Highway Commission

Gentlemen:

Herewith is a map indicating the relocation of the Pine Rock-Elk Creek Section of the McKenzie Highway in Lane County. This is the section on which severe curves have been the source of many complaints, particularly with reference to hazard to school bus operations. While the survey in general follows the existing road, all of the sharp curvature has been eliminated.

There has been allocated $150,000 for this improvement as a state project, and bids will be opened at the July meeting. Your approval of the survey is recommended before opening of the bids on the project, which will be on the second day of the letting.

Very truly yours,

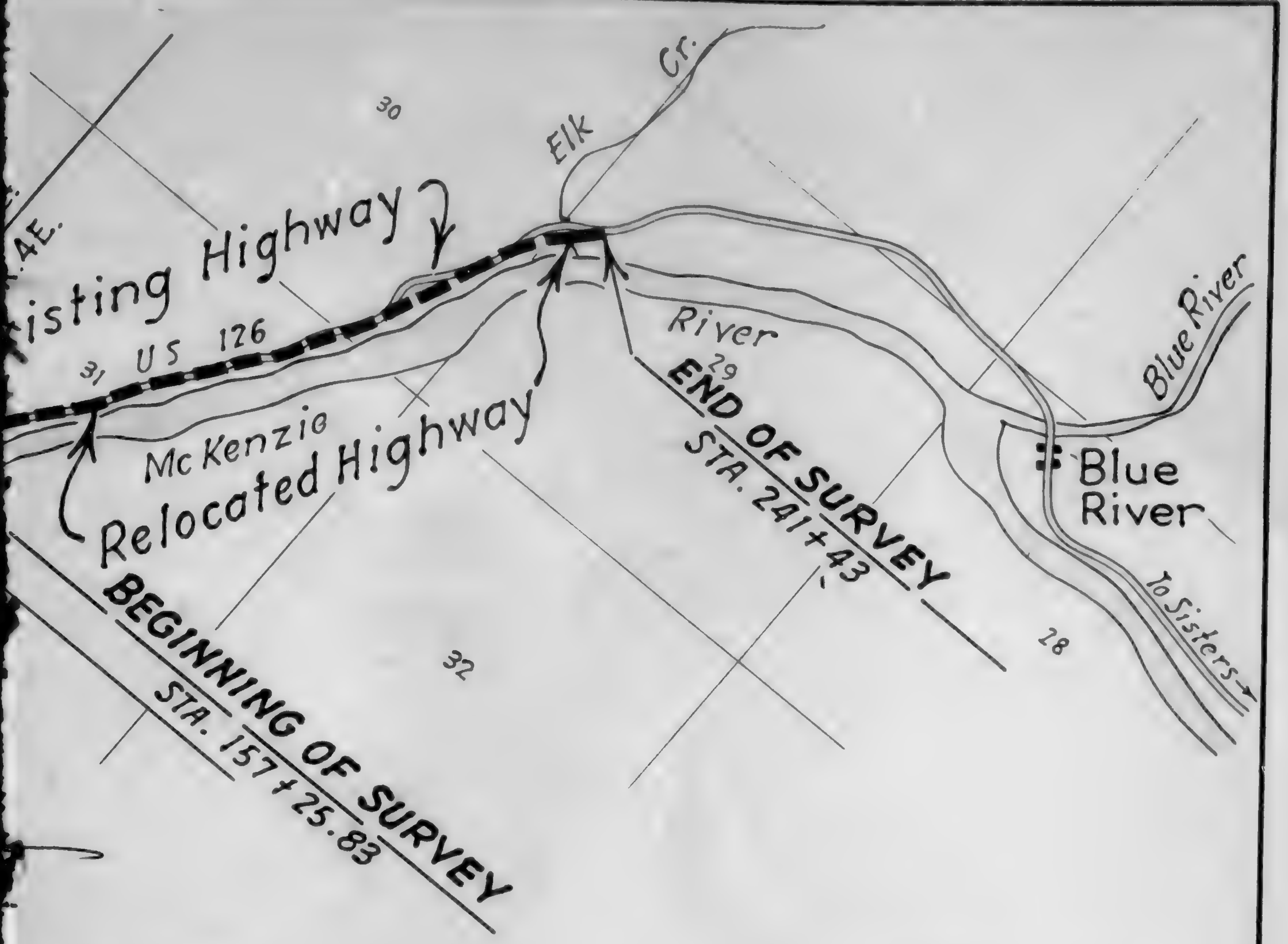
W. C. Williams
Deputy State Highway Engineer

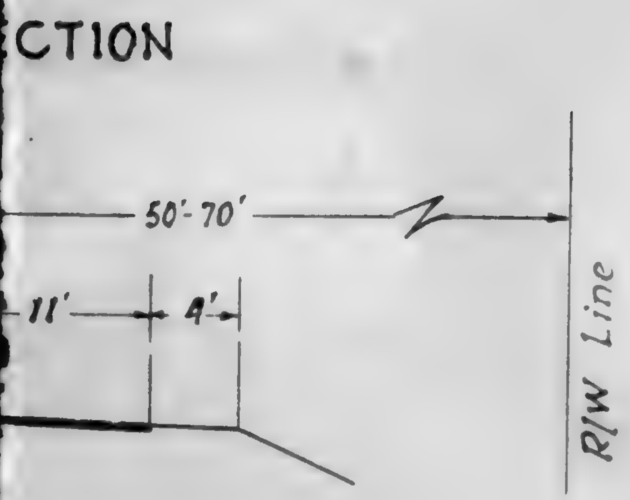
WCW:mo

Enclosure

cc Mr. Forrest Cooper
Mr. R. L. Porter

IR-5-894


Elk Cr.
30
AE.
isting Highway
US 126
31
McKenzie
River
29
Relocated Highway
END OF SURVEY
STA. 241+43
BEGINNING OF SURVEY
STA. 157+25.83
32
28
Blue River
Blue River
To Sisters


CTION
50'-70'
11'
4'
R/W Line

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

FINN ROCK-ELK CR. SECTION

McKENZIE HIGHWAY

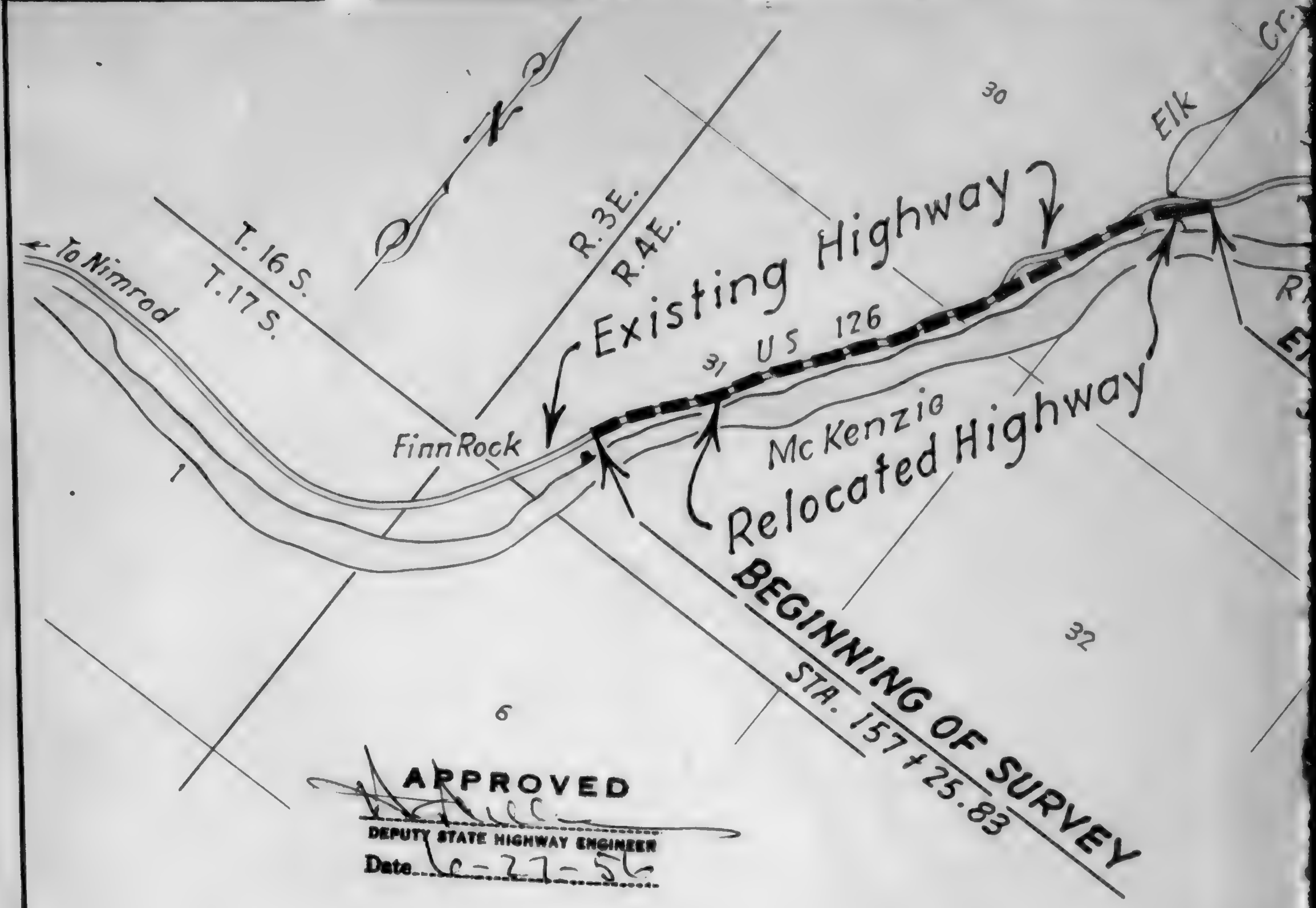
LANE COUNTY

Scale: 1" = 2000' July, 1956

DRG. NO. IR-5-894

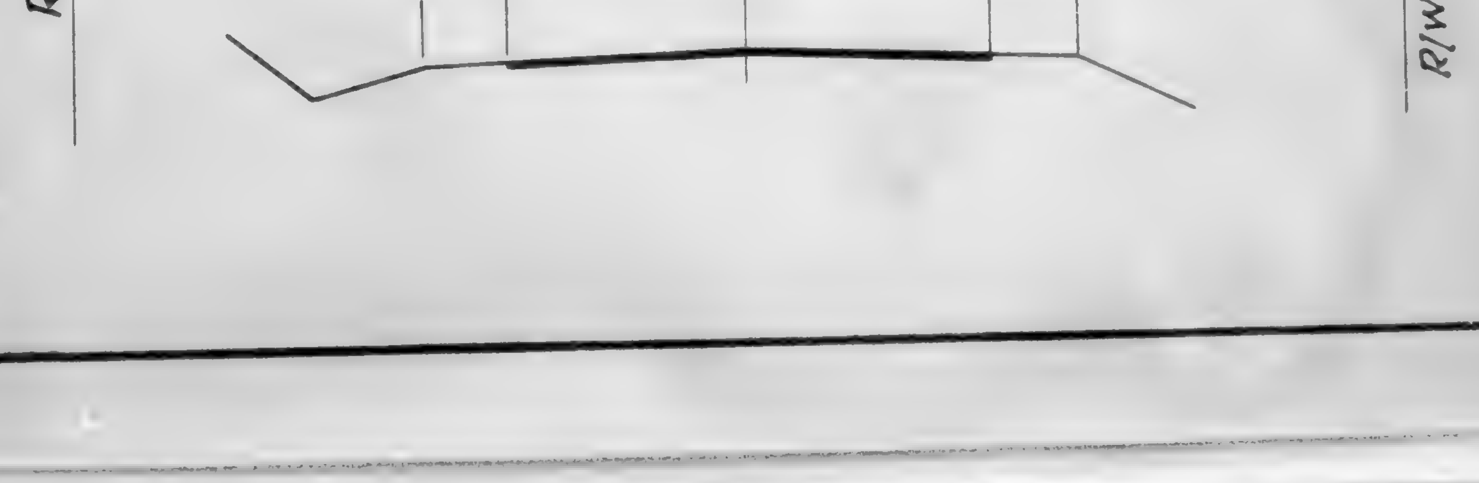
For details see Drg. No. 8B-2-17 June, 1956

RECEIVED


To Nimrod
T. 16 S.
T. 17 S.
R. 3 E.
R. 4 E.
30
Elk
Cr.
Existing Highway
US 126
31
Finn Rock
McKenzie
Relocated Highway
1
32
6
BEGINNING OF SURVEY
STA. 157+25.83

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 6-27-56

TYPICAL SECTION


R/W Line
50'-70'
℄
50'-70'
R/W Line
4'
11
11'
4'

OREGON

FINN RO

Scale

for details s

R

RECEIVED
MAY 1 - 1956
FOR FILING

5-1-56

NOTED
W. C. WILLIAMS

20-1124

1207

ADDENDUM "A" FOR LOCATION PROSPECTUS FINN ROCK-ELK CREEK SECTION, MCKENZIE RIVER HIGHWAY, LANE COUNTY.

The following addendum is submitted to correct the location prospectus for the above mentioned section. The corrections are as follows:

Paragraphs 1 through 3: Correct as per the original prospectus.

Paragraph 4: Delete - "

Base Course	12½"
Leveling Course	1½"
0-11 Oil Mat	1½"
Total	15½" "

Insert for the above deletion -

Base Course	12½"
Leveling Course	1½"
Asphaltic Conc.	4"
Total	18"

Paragraphs 5 through 9: Correct as per original prospectus.

Correct typical section on sketch map to 4" asphaltic concrete.

May 1, 1956

cc - R. H. Baldock
W. C. Williams ✓
Forrest Cooper
Tom Edwards
J. C. Chapman
P. M. Stephenson
Ray Webber (2)
F. B. Crandall
J. W. Cattrall
C. H. Armstrong
R. L. Porter
Frank Hall
Roy Edgerton
Jay Blair

RECEIVED
MAY 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
MAY 4 - 1956
FOR FILING

r. 1- 56

NOTED
W. C. WILLIAMS

20-1124

-1807

ADDENDUM "A" FOR LOCATION PROSPECTUS FINN ROCK-ELK CREEK SECTION, MCKENZIE RIVER HIGHWAY, LANE COUNTY.

The following addendum is submitted to correct the location prospectus for the above mentioned section. The corrections are as follows:

Paragraphs 1 through 3: Correct as per the original prospectus.

Paragraph 4: Delete - "

Base Course	$12\frac{1}{2}$"
Leveling Course	$1\frac{1}{2}$"
0-11 Oil Mat	$1\frac{1}{2}$"
Total	$15\frac{1}{2}$" "

Insert for the above deletion -

Base Course	$12\frac{1}{2}$"
Leveling Course	$1\frac{1}{2}$"
Asphaltic Conc.	4"
Total	18"

Paragraphs 5 through 9: Correct as per original prospectus.

Correct typical section on sketch map to 4" asphaltic concrete.

May 1, 1956

cc - R. H. Baldock
W. C. Williams ✓
Forrest Cooper
Tom Edwards
J. C. Chapman
P. M. Stephenson
Ray Webber (2)
F. B. Crandall
J. W. Cattrall
C. H. Armstrong
R. L. Porter
Frank Hall
Roy Edgerton
Jay Blair

RECEIVED
MAY 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED FOR FILING

[illegible]

[illegible]

NOTED
State Highway Engineer

LOCATION PROSPECTUS FINN ROCK-ELK CREEK SECTION. MCKENZIE RIVER, LANE COUNTY.

The following prospectus is submitted in regard to the Finn Rock-Elk Creek Section of the McKenzie River in Lane County. The westerly end of the survey is in the vicinity of the Finn Rock Post Office, Mile Point 38.04. The easterly end of the survey is Mile Point 40.0, approximately 1.06 miles westerly of the Blue River Post Office. The overall length of the project is 2 miles.

This is to be a relocation survey to bring the existing alignment up to existing standards by correction of both horizontal and vertical alignment. The alignment leaves Finn Rock in a general easterly direction, passes scattered houses and summer cottages to the easterly terminus near the McKenzie school. No towns are passed through or bypassed.

This survey will closely approximate the existing facility. No reconnaissance work has been done. Routine soils investigation will be made. There is no need for an economic analysis.

The 1955 ADT is 1100, the projected 1975 ADT is 2200. There is a possibility of a temporary increase to 2000 ADT in the near future due to the Cougar Dam project and the opening of the Clear Lake Cutoff to the Santiam Highway now being surveyed by the Bureau of Public Roads. This is to be a Class "B"-60 highway with maximum curvature of 6° and maximum grade of 5%. The typical roadbed section will be two 11-foot asphaltic concrete running lanes with 4-foot shoulders, oiled full width. The tentative base design by Ray Webber, March 20, 1956, is as follows:

Base Course	12½"
Leveling Course	1½"
0-11 Oil Mat	1½"
Total	15½"

It is anticipated that the grade will be fairly constant above the high water level of the river which has an apparent fall, within the limits of the project, of approximately 60 feet. This should result in a grade undulating slightly above a net 0.6% grade. A reduction of total central angle from 501° to approximately 150° is anticipated.

Deviation from the standard set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

This is to be an expressway type of facility. All points of access are to be "at grade". There are no railroad crossings. The crossing at Elk Creek is the only major stream crossing which, it is anticipated, will require a new structure approximately 30 to 36 feet in length.

Adverse public opinion may prohibit the use of river gravel deposits, therefore quarry rock of an undetermined source will be used. Haul road construction may be necessary.

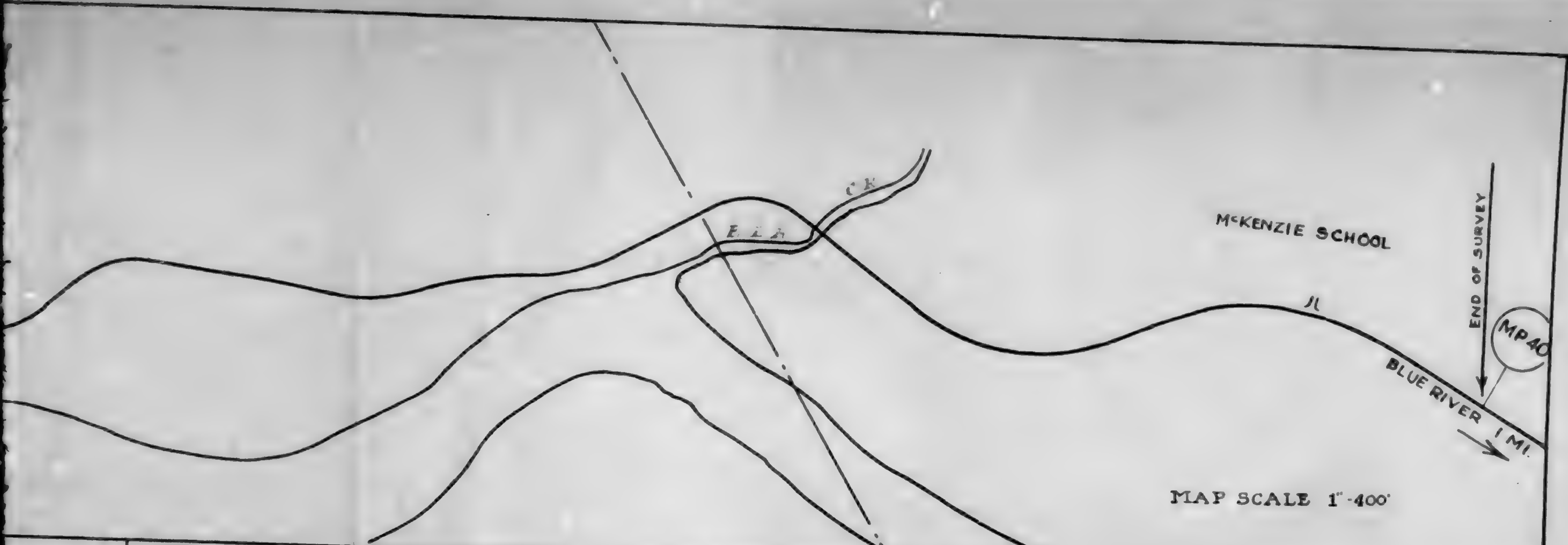
No known agreements are necessary. No State parks are located in the vicinity of this survey.

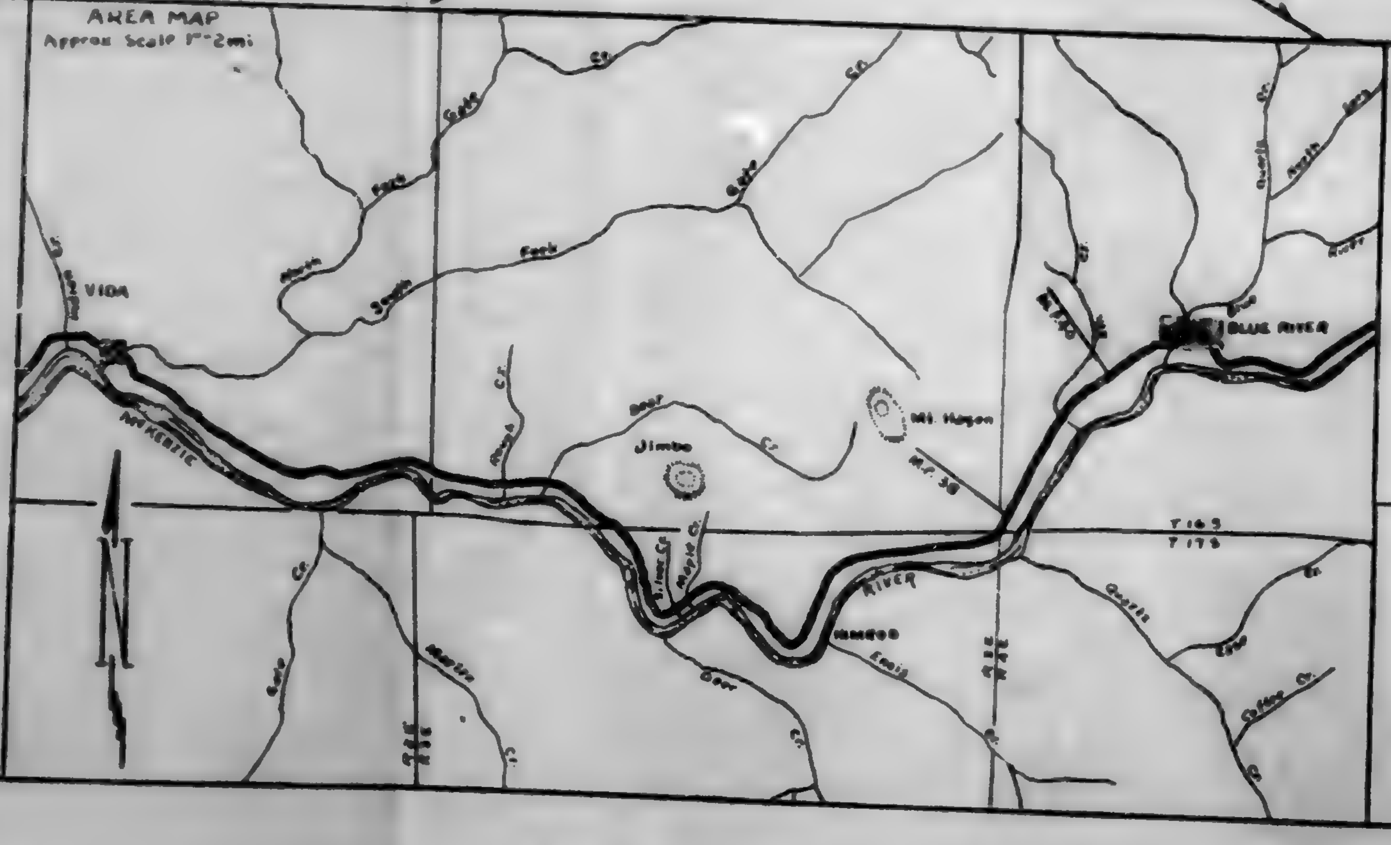
March 23, 1956

Attach.

cc - R. H. Baldock
W. C. Williams
Forrest Cooper
Tom Edwards
J. C. Chapman
P. M. Stephenson
Ray Webber (2)
F. B. Crandall
J. W. Cattrall
C. H. Armstrong
R. L. Porter
Frank Hall
Roy Edgerton

RECEIVED
MAR 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER


ELK
CK
McKENZIE SCHOOL
END OF SURVEY
MP40
BLUE RIVER 1 MI.
MAP SCALE 1"-400'


AREA MAP
Approx Scale 1"-2mi
N
VIDA
McKENZIE
RIVER
Gate Cr.
North Fork
South Fork
Gate Cr.
Jimbo
Bear Cr.
Mt. Hagan
M.P. 38
BLUE RIVER
T 16 S
T 17 S
Quartz Cr.
Cotton Cr.
Emile Cr.
Bear Cr.
Maple Cr.

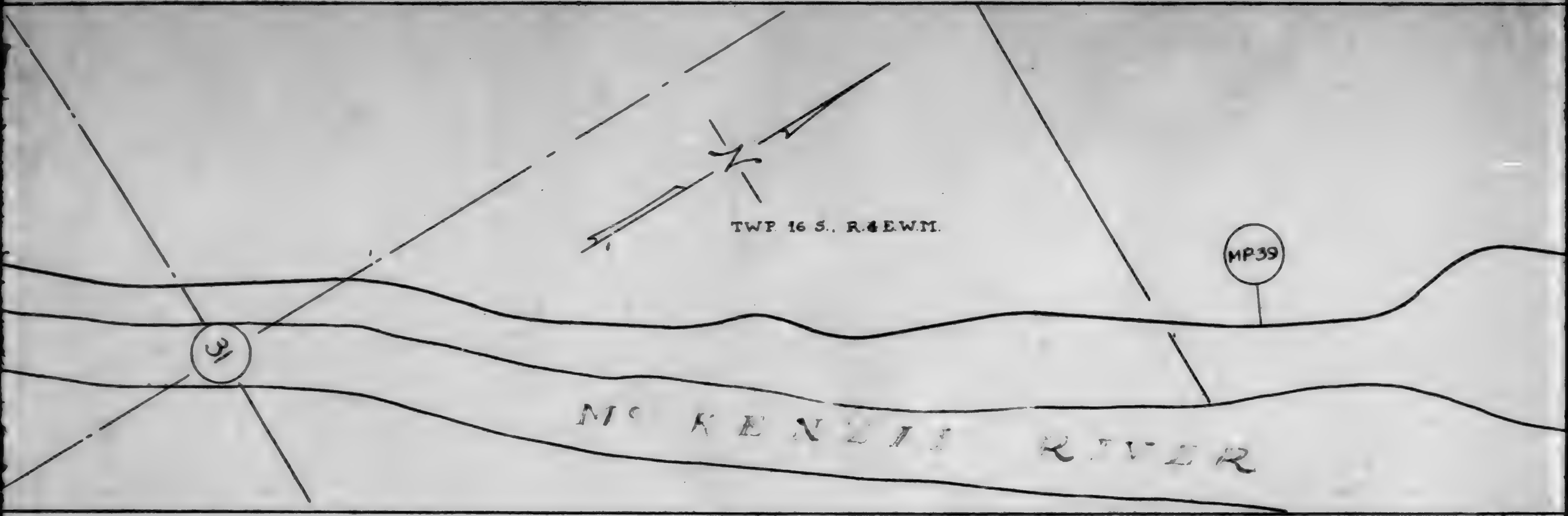
OREGON STATE HIGHWAY DEPARTMENT

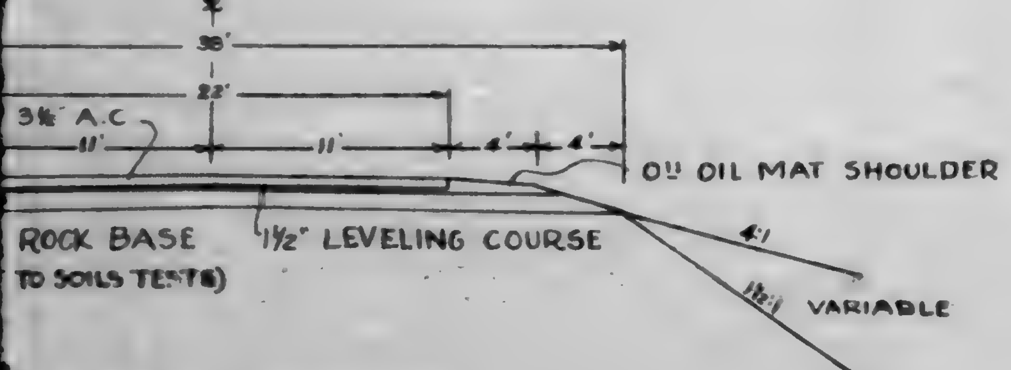
SKETCH MAP

FINN ROCK-ELK CREEK SECTION

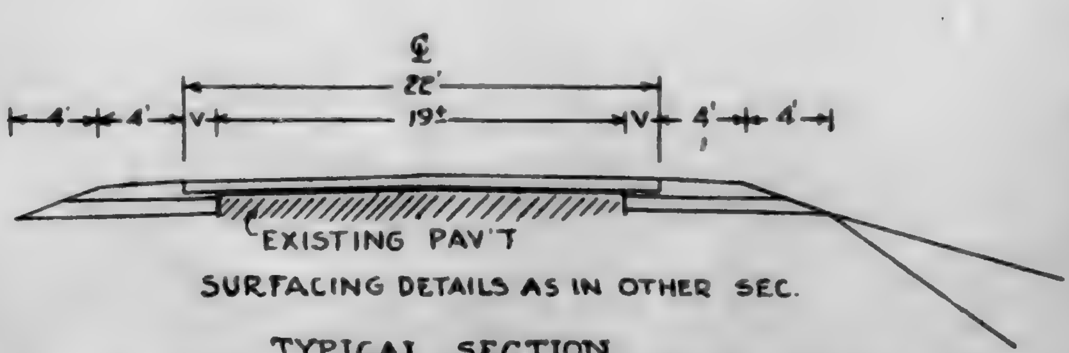
M^c KENZIE HIGHWAY

MARCH 1956
LANE COUNTY
J. C. CHAPMAN, SR. LOC. ENGR.


TWP. 16 S., R.4 E.W.M.
MP39
31
Mc KENZIE RIVER


℄
38'
22'
3½" A.C.
11'
11'
4'
4'
0" OIL MAT SHOULDER
ROCK BASE
TO SOILS TESTS)
1½" LEVELING COURSE
4:1
1½:1
VARIABLE

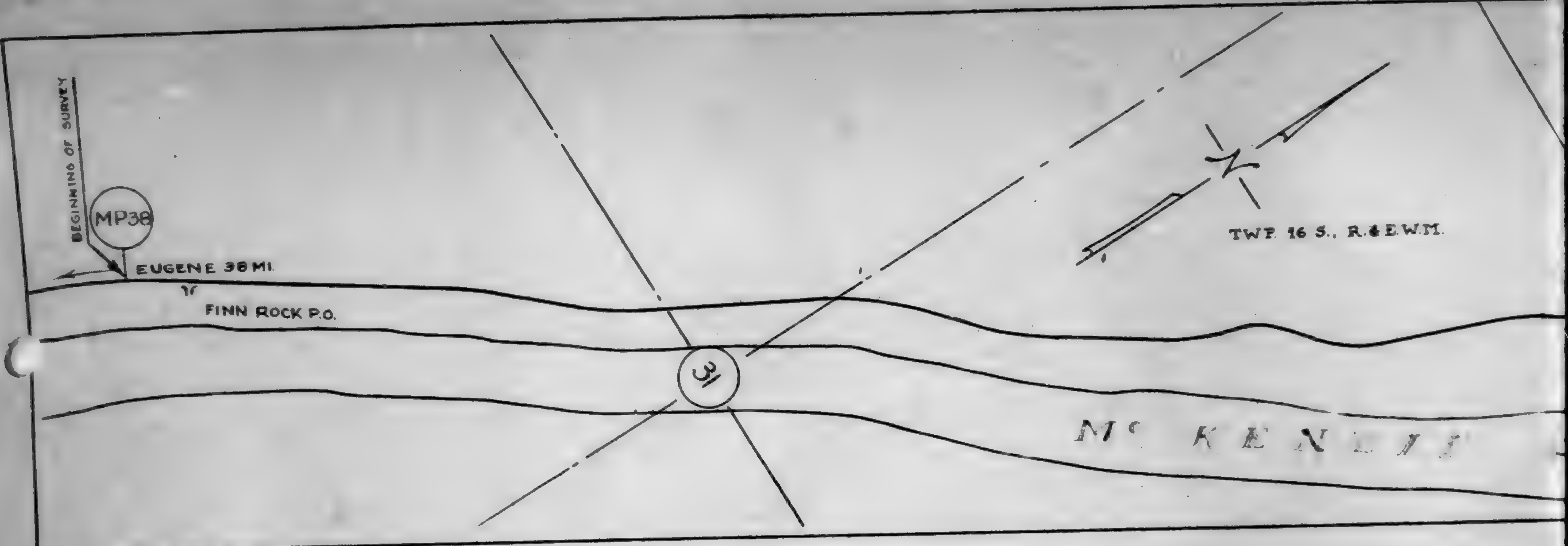
TYPICAL SECTION

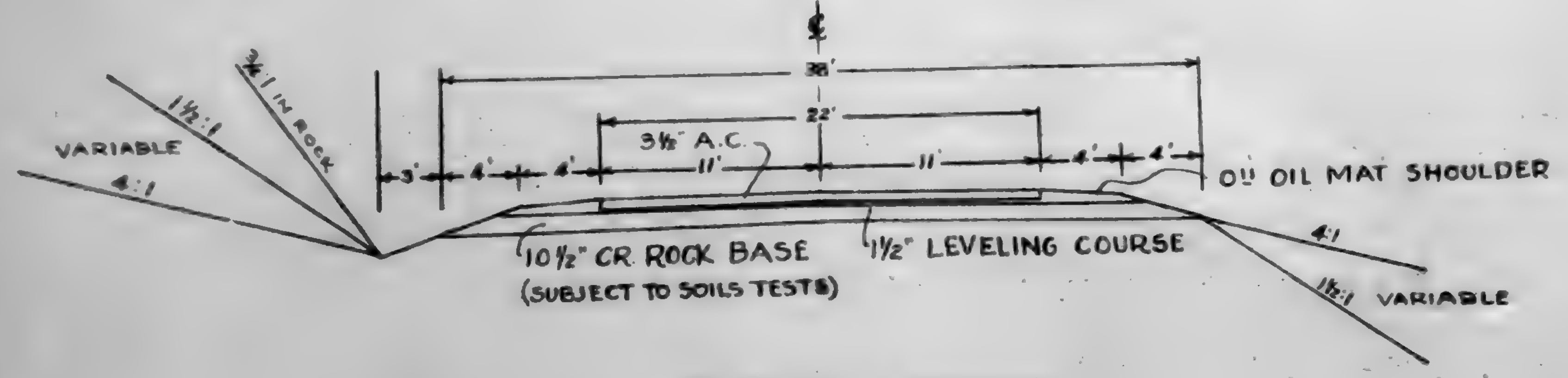

℄
22'
4'
4'
V
19½
V
4'
4'
EXISTING PAV'T

SURFACING DETAILS AS IN OTHER SEC.

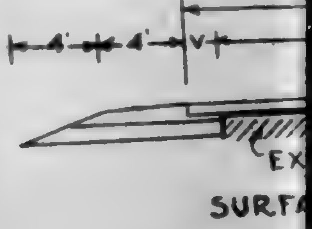
TYPICAL SECTION
WIDENING & SURFACING ON EXISTING PAV'T

ARL
Approx S
VIA


BEGINNING OF SURVEY
MP38
EUGENE 38 MI.
FINN ROCK P.O.
31
TWP. 16 S., R.4 E.W.M.
Mc KENZIE


℄
38'
22'
3½" A.C.
3'
4'
4'
11'
11'
4'
4'
0½" OIL MAT SHOULDER
VARIABLE
4:1
1½:1
¾:1 IN ROCK
10½" CR. ROCK BASE
(SUBJECT TO SOILS TESTS)
1½" LEVELING COURSE
4:1
1½:1
VARIABLE

TYPICAL SECTION


4'
4'
V
EX
SURFA

T

WIDENING

[illegible]-224(8) Walton-Noti Section of the 1956
Richardson-Eugene Highway.
#4608

RECEIVED
MAY 29 1958
FOR FILING
S-234 (1)

TED
W. C. WILLIAMS

May 26, 1958

Walton-Noti Section
Contract No. 4606

FINAL COST ANALYSIS

Richardson-Eugene Highway
Prefix 120-1025

Grading and Oiling
Morse Bros. and Durbin Bros., Contractors
Geary W. Worth, Resident Engineer

Item 4	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$16,800	$	$ 20,526.29	$ 16,800.00
Removal of Old Bridge	100%	All	1,500		475.26	1,500.00
Drainage Excava., Unclass.	633.19	Cu. Yds.	3.00	2.32	1,469.51	1,899.57
General Excav., Unclass.	102,610.6	Cu. Yds.	0.38	0.44	45,585.04	38,992.03
Short Overhaul	158,176.2	Yd. Sta.	0.015	0.0175	2,770.90	2,372.63
Long Overhaul	1,463.1	C-yd. Sta.	0.40	0.47	686.60	585.24
Blade Grader	567	Hour	10.00	10.64	6,032.25	5,670.00
Tractor and Dozer	117.25	Hour	16.00	15.19	1,780.90	1,876.00
Tractor and Scraper	168.25	Hour	18.00	18.06	3,039.46	3,028.50
Finish Roadbed and Slopes	2.77	Mile	850.00	818.81	2,268.11	2,354.50
Rounding Cutbanks	4,257	Lin. Ft.	0.17	0.16	698.25	723.69
12" Corr. Metal Pipe	14	Lin. Ft.	5.00	5.05	70.81	70.00
18" Corr. Metal Pipe	42	Lin. Ft.	7.00	4.06	170.71	294.00
24" Corr. Metal Pipe	54	Lin. Ft.	10.00	8.68	468.58	540.00
36" Corr. Metal Pipe	24	Lin. Ft.	16.50	15.24	365.67	396.00
48" Corr. Metal Pipe	4	Lin. Ft.	25.00	24.50	97.99	100.00
12" Concrete Pipe	1,125	Lin. Ft.	2.05	1.12	1,254.70	2,306.25
18" Concrete Pipe	837	Lin. Ft.	3.45	3.44	2,878.80	2,887.65
24" Concrete Pipe	147	Lin. Ft.	4.80	4.97	731.44	705.60
30" Concrete Pipe	9	Lin. Ft.	6.15	6.48	58.37	55.35
36" Concrete Pipe	102	Lin. Ft.	7.90	8.10	826.40	805.80
42" Concrete Pipe	138	Lin. Ft.	12.00	12.37	1,707.88	1,656.00
48" Concrete Pipe	20	Lin. Ft.	15.00	15.61	312.24	300.00
Class "A" Concrete	42.50	Cu. Yds.	60.00	57.70	2,452.46	2,550.00
Metal Reinforcement	6,615	Lbs.	0.135	0.123	814.59	893.03
Coarse Cr. Mat'l in Base	69,634	Cu. Yds.	2.55	2.40	167,337.74	177,566.70

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Material in Base	9,288	Cu. Yds.	$ 2.55	$ 2.39	$ 22,215.78	$ 23,684.40
Sprinkling	2,955.7	M-gal.	1.80	2.21	6,527.25	5,320.26
Preparation of Base	8.82	Mile	300.00	250.21	2,206.85	2,646.00
3/4"-0 Material in Binder Course	1,179	Cu. Yds.	3.75	3.50	4,133.71	4,421.25
Furnish & Place Aggregates	5,878	Cu. Yds.	3.90	3.68	21,609.44	22,924.20
RC-3 Asphalt in Binder Crse.	168.91	Ton	42.00	37.44	6,323.53	7,094.22
3/4"-0 Cr. Mat'l in Stockpile	1,921.2	Cu. Yds.	2.10	2.00	3,842.40	4,034.52
3/4"-½" Cr. Mat'l in S.P.	856.9	Cu. Yds.	2.10	2.00	1,713.80	1,799.49
½"-¼" Cr. Mat'l in Stockpile	789.5	Cu. Yds.	2.10	2.00	1,579.00	1,657.95
¼"-#10 Cr. Mat'l in Stockpile	460.8	Cu. Yds.	2.10	2.00	921.60	967.68
PA #1 DW-20 Tractor & Scraper	76.75	Hour	22.00	23.45	1,800.37	1,688.50
PA #2 Install Mail Box Posts	37	Each	7.50	5.11	188.90	277.50
PA #3 120-150 Asphalt	428.89	Ton	40.00	34.69	14,877.02	17,155.60
PA #3 RS-2 Asphalt	118.56	Ton	42.00	37.19	4,408.91	4,979.52
PA #4 8" Perf. Metal Drain Pipe, Uncoated	88	Lin. Ft.	2.55	2.52	221.79	224.40
PA #4 Spec. Backfill in Drains	15	Cu. Yds.	7.00	6.35	95.20	105.00
PA #5 Cement Adj., Favor of Contractor	5.67	Bbl.	4.45	4.45	25.23	25.23
Force Account					2,167.58	2,264.08
					$359,739.31	$368,198.34

Gross Revenue	$368,198.34
Total Cost	359,739.31
Net Profit	$ 8,459.03

Net Profit Equals 2.30 Per Cent of the Gross Revenue

[illegible]ED
[illegible]
STATE HIGH[illegible]

Item	Quantity	Unit	Unit Bid	[illegible]t Cost	Total Cost	Gross Revenue
3/4"-0 Material in Base	9,288	Cu. Yds.	$ 2.55	$ 2.39	$ 22,215.78	$ 23,684.40
Sprinkling	2,955.7	M-gal.	1.80	2.21	6,527.25	5,320.26
Preparation of Base	8.82	Mile	300.00	250.21	2,206.85	2,646.00
3/4"-0 Material in Binder Course	1,179	Cu. Yds.	3.75	3.50	4,133.71	4,421.25
Furnish & Place Aggregates	5,878	Cu. Yds.	3.90	3.68	21,609.44	22,924.20
RC-3 Asphalt in Binder Crse.	168.91	Ton	42.00	37.44	6,323.53	7,094.22
3/4"-0 Cr. Mat'l in Stockpile	1,921.2	Cu. Yds.	2.10	2.00	3,842.40	4,034.52
3/4"-½" Cr. Mat'l in S.P.	856.9	Cu. Yds.	2.10	2.00	1,713.80	1,799.49
½"-¼" Cr. Mat'l in Stockpile	789.5	Cu. Yds.	2.10	2.00	1,579.00	1,657.95
¼"-#10 Cr. Mat'l in Stockpile	460.8	Cu. Yds.	2.10	2.00	921.60	967.68
PA #1 DW-20 Tractor & Scraper	76.75	Hour	22.00	23.45	1,800.37	1,688.50
PA #2 Install Mail Box Posts	37	Each	7.50	5.11	188.90	277.50
PA #3 120-150 Asphalt	428.89	Ton	40.00	34.69	14,877.02	17,155.60
PA #3 RS-2 Asphalt	118.56	Ton	42.00	37.19	4,408.91	4,979.52
PA #4 8" Perf. Metal Drain Pipe, Uncoated	88	Lin. Ft.	2.55	2.52	221.79	224.40
PA #4 Spec. Backfill in Drains	15	Cu. Yds.	7.00	6.35	95.20	105.00
PA #5 Cement Adj., Favor of Contractor	5.67	Bbl.	4.45	4.45	25.23	25.23
Force Account					2,167.58	2,264.08
					$359,739.31	$368,198.34

Gross Revenue	$368,198.34
Total Cost	359,739.31
Net Profit	$ 8,459.03

Net Profit Equals 2.30 Per Cent of the Gross Revenue

R[illegible]ED
STATE [illegible]

DETAIL OF COSTS

LABOR:

Labor	$56,606.73	
Labor Insurance	4,288.82	
Health and Welfare (Durbin only)	768.90	$ 61,664.45

MATERIALS:

12" Corr. Metal Pipe	14	L.F.	At	$ 2.35	$ 32.90	
12" Bands	2	Ea.	"	2.35	4.70	
18" Corr. Metal Pipe	42	L.F.	"	3.28	137.76	
18" Bands	2	Ea.	"	3.28	6.56	
24" Corr. Metal Pipe	54	L.F.	"	5.11	275.94	
24" Bands	5	Ea.	"	5.11	25.55	
36" Corr. Metal Pipe	24	L.F.	"	10.02	240.48	
36" Bands	4	Ea.	"	10.02	40.08	
48" Corr. Metal Pipe	4	L.F.	"	13.61	54.44	
48" Bands	1	Ea.	"	13.61	13.61	
12" Conc. Pipe	771	L.F.	"	1.05	809.55	
18" Conc. Pipe	807	L.F.	"	2.10	1,694.70	
24" Conc. Pipe	147	L.F.	"	3.16	464.52	
30" Conc. Pipe	9	L.F.	"	3.90	35.10	
36" Conc. Pipe	102	L.F.	"	5.37	547.74	
42" Conc. Pipe	138	L.F.	"	8.97	1,237.86	
48" Conc. Pipe	20	L.F.	"	10.04	200.80	
8" Perf. Metal Drain Pipe, Uncoated	88	L.F.	"	1.62	142.56	
8" Bands	4	Ea.	"	1.58	6.32	
Class "A" Concrete	42.5	C.Y.	"	19.675	836.19	
Metal Reinforcement	6,615	Lbs.	"	0.1065	704.50	
Aggregate (Backfill)					114.70	
Water Pipe & Supplies					105.35	
Mail Box Posts & Supplies					82.99	
RC-3 Asphalt	168.91	Ton	"	27.25	4,602.80	
120-150 Asphalt	428.89	Ton	"	24.50	10,507.80	
RS-2 Asphalt	118.56	Ton	"	0.1125	3,201.12	
Butane & Diesel for Heating Asphalt					284.63	
Freight on Asphalt					4,673.63	
Aggregates Subcontract					154,221.10	
Subcontract Box Culvert					1,610.00	$186,915.96

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rental (Owned)	$61,698.80	
Equipment Rental)Hired(	31,529.18	
Gas, Oil, Grease	11,157.37	
Explosives	445.75	
Freight and Cartage	905.36	
P.L. & P.D. Insurance	707.59	
Bond	1,685.76	
Small Tools & Misc. Supplies	849.25	
Home Office and General Overhead	2,179.84	$111,158.90

TOTAL COST $359,739.31

REMARKS:

This was a "Federal Aid Secondary Project" calling for construction of 2.77 miles of highway roadbed, 6.04 miles of ditches and reshaping of roadbed, one reinforced concrete box culvert, 8.82 miles of stone base and shoulders, 8.82 miles of oil mat wearing surface, Type 0-11 with binder course, on the Walton-Noti Section of the Richardson-Eugene Highway in Lane County. The project was bid August 16, 1956 and awarded September 7, 1956. Work started September 25, 1956 and was completed October 11, 1957. Final was received April 17, 1958.

The contractor moved in his men and equipment and started clearing September 25, 1956. The clearing consisted of a few merchantable trees and heavy underbrush except on the Noti end which was brush and grass in the ditch lines. One D-7 and dozer, one D-8 and dozer, and one D-9 and dozer were used with four to eight men working one 8-hour shift. Not being able to burn at this time, most of the clearing was piled and burned later. Durbin Bros., who took this section for clearing and grading, shut down all operations October 27, 1956 due to wet and inclement weather.

Morse Bros., having the section for hourly work for equipment, moved in and completed some parts of this section hiring bulldozer and tractor scraper from Durbin Bros. This also shut down due to wet weather.

The subcontractor for furnishing the crushed material for this project, moved in his crushing plant and set up in the quarry located 0.2 mile north of the highway at Station 397+50 (also known as the Hale quarry) and crushed and stockpiled base and oil rock until spring when the contractor was able to return to work. At this time the remaining base rock was hauled from the crusher to the road.

The grading contractor returned to work during the week of April 17th completing the clearing and burning. The grading in the vicinity of Star Camp got under way during the week of May 18th. The contractor was hampered somewhat by the wet condition of the slopes and subgrade. He then moved his grading operation to Badger Mountain and opened up most of the large cuts to allow them to dry out before working any one section, but the wet condition existed all through the grading operation which was completed the week of August 17, 1957. The contractor shows a loss on the grading due to the wet condition of the sections being graded.

Morse Bros., having that part of the contract for surfacing, started hauling and placing base rock May 25th using 14 trucks, 3 rollers, and two blades. The binder course was placed as the base rock was completed. The oiling operations got under way the week of August 31st and was completed September 24th, leaving only the final cleanup which was completed October 11, 1957.

With the exception of the grading and clearing, the contractors realized a small profit.

M. N. Juve
Chief Cost Analyst

By

C. E. Layton

filed

RECEIVED
MAY 15 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

(CONTRACT NO.) 4808
(EST. NO.)
(CONTRACTOR)

[illegible] 4808
13 Post Final
Morse Bros. & Durbin Bros.

(VOUCHER NO.)
(WARRANT NO.)
(AMOUNT)
(DATE)

10036
H-211734
$ 1,011.56
5/12/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: 130 workdays from Sept. 17, 1956

Time Extensions: None

Completion Date: Oct. 11, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: May 13, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

1958

NOTED ON CARD
em

RECEIVED
MAY [illegible] 1958
FOR FILING

[illegible] (8)

OREGON STATE HIGHWAY DEPARTMENT
(date)

(CONTRACT NO.) (EST. NO.) (CONTRACTOR)

4808

4808 12 Final Morse Bros & Durbin Bros.

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

10035 H-211733 $ 2,355.15 5/12/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date:	130 workdays from Sept. 17, 1956
Time Extensions:	None
Completion Date:	Oct. 11, 1957
Date Accepted:	Dec. 5, 1957
Penalties:	None of record
Claims:	None of record
Remarks:	

Date: May 13, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

MAY 13 1958

NOTED ON CARD
em

RECEIVED
MAY 13 1958
FOR FILING

J-534 (1)

4808

May 13, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

You are hereby notified that a post-final payment will be made to Morse Bros. & Durbin Bros. on Contract No. 4808, for grading and oiling on the Walton-Noti Section of the Richardson-Eugene Highway in Lane County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $368, 196.34, including the post-final payment of $1,011.56. Of the total, $2,264.08 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

ema

RECEIVED
FEB 24 1958

FOR FILING

[illegible]

4808

Feb. 24, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4808 for grading and oiling on the Walton-Noti Section of the Richardson-Eugene Highway in Lane County was completed by the contractor, Morse Bros. and Durbin Bros., on Oct. 11, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $2,355.15 will be released to the contractor on or after Mar. 6, 1958. The total contract amount is $367,186.78, of which amount $2,264.08 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 13 1958
FOR FILING

4808

#4808

Feb - 13 - 1958
Noti Oregon

Oregon State Hiway Commition
Salem
Oregon

REFERRED TO Cooper
By State Highway Engineer

Dear Sirs

The Stumps that Were Pushed Out on Our Land Off Hiway Was taken Care off all cleaned up good I Want to Thank you and the State Man that Come and Seen that they Were taken off. I thank you all for the fine Co operation.

Yours Truly

F.W. Creedon

NOTED
FORREST COOPER

RECEIVED
[illegible] 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 11 1958
FOR FILING

[illegible]
4868

February 10, 1958

682 Mr. F. W. Deedon
Route "F", Box 112
Noti, Oregon

Dear Mr. Deedon:

With reference to your letter of January 21, please be advised that we have investigated the matter of the stumps being pushed over onto your land as a result of our clearing operations. We have contacted the contractor on this project and he has agreed to remove any such stumps from your property at the earliest opportunity.

We are very sorry about this. Please be assured that we will follow up this matter and see that the stumps are disposed of.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Frank Morgan

LHY:jc fn

FORM E-90X—97,800—6-57—6584

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT:

Roseburg, Oregon
February 4, 1958

To:

Assignment 44Y
Complaint of stumps on
private property
Walton-Noti Section, Richardson -
Eugene

Tom Edwards
Construction Engineer

Attention: L. H. Young

Enclosed find two photographs and copy of report from Geary Worth. As stated by Worth, he has contacted the Durbin Bros. and will follow the matter through to completion.

F. B. Klaboe
Ass't Division Engineer

JAN 58

JAN 58

OREGON STATE HIGHWAY DEPARTMENT
[illegible]

[illegible], Oregon
January [illegible], 195[illegible]

[illegible] Assignment No. [illegible]
Investigation and Report
Assignment No. [illegible] complaint from
F. W. [illegible] re: stumps on his property.
[illegible] Settled

F. B. [illegible], Division Engineer
Oregon State Highway Department
[illegible], Oregon

I contacted Mr. F. W. [illegible] today and his son William who is buying the place from his father. They told me and William showed me the debris they were complaining about. They claim that a tall stump (between 4 and 5 feet in diameter and about [illegible] feet from root spread to where the tree was cut) was pushed [illegible] off the R/W [illegible] at station [illegible] right approximately, and also a limbed and [illegible] log [illegible] in diameter and [illegible] feet in length) together with two [illegible] logs and stumps were pushed across [illegible] feet onto their land opposite station [illegible] approximately. There was no fence on the R/W line at the time the contractor did this and they told the contractor it was alright if he [illegible].

[illegible] at present. He handled this project for [illegible]. [illegible] as they were aware of the two stumps opposite station [illegible] and had made arrangements to dispose of them with an ex-employee [illegible] in that neighborhood. Since this ex-employee has apparently left them [illegible] they will take one out each [illegible]. Before he acknowledges responsibility for the other two items he wants to talk with [illegible] and see the items.

The ground upon which the debris was pushed is part brush and partly semi cleared with large stumps remaining. For this reason he and [illegible] would look at the situation [illegible] rather than that a farmer had done a little clearing on his own land.

Both F. W. [illegible] and his son impressed me as being reliable and fair men and I expect their story will be verified. I assured them that I would take the matter up with the contractor, and, if everything turned out as they represented, the matter would be taken care of.

They assured me there was no hurry but they did not want the matter neglected as considerable work was involved in disposing of large stumps and they had enough of their own to dispose of.

I will give this further attention and will advise you further at a later date.

[illegible] A. North
Resident Engineer

[illegible]

Jan-21 1958
Nati - Oregon

Oregon State Hi Way Commition
Salem
Oregon

PLEASE RETURN TO
FORREST COOPER

Dear Sirs

Last Summer When they Built the Hiway through here in Clearing the Rightway they Pushed some Stumps of the Rightway On my land. I gave them Premition too With the understanding they Should Burn them. But so far they have not done anything too them. I want them taken care of as they have had Plenty of time to do so.

Yours truly

F. W. Deedon

F. W. Deedon
Rt F, Box 112
Nati, Oregon

Form E-1—10M—7-37

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 11, 1958

Section Walton-Noti

Kind of work Grading & Oiling

Highway Richardson-Eugene County Lane

Section prefix 120-1025

Contractor Morse Bros. & Durbin Bros.

Contract number 4808

Date of contract September 7, 1956

Specified work days 130 from Sept. 17, 56

Date work started September 25, 1956

Work days used 123

Project authorization $ 411,681.38

Exclusive of engineering $ 381,754.26

Per cent of time elapsed 95.4 %

Estimated cost of completed project, exclusive of engineering $ 381,754.26

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 29,947.12

Engineering cost to date $ 29,947.12, 100 %

Date project was completed October 11, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A few hours work was spent on plotting Hale Quarry easement against the area excavated and their seems to be a discrepancy in the description of either our quarry lease or stockpile site. A small crew will attempt to secure enough information next week to clarify the situation and prepare a report.

CONSTRUCTION DIVISION
RECEIVED
JAN 13 1958
NOTED CE ACE ACE COE

Noted
M. N. Juve

Signed Geary H. Worth

Address 2191 E. 15th St., Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.85	8.85		8.85	
Miles partially completed	8.85	8.85		8.85	
Miles completed	8.85	8.85		8.85	
Total estimated quantities (contract)	100,000 C.Y.	90,300 C.Y.	4,500 C.Y.	760 T.	
Total quantities corrected to date	102,000 C.Y.	34,000 C.Y.	4,500 C.Y.	720 T.	
Estimated quantities moved or placed to date	102,000 C.Y.	34,000 C.Y.	4,500 C.Y.	720 T.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear & Cold		
Tuesday	Clear & Cold		
Wednesday	Showers		
Thursday	Rain		
Friday	Rain		
Saturday			

RECEIVED
DEC 11 1957
FOR FILING

[illegible]

4808

Dec. 10, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Morse Bros. and Durbin Bros. a portion of the funds heretofore retained by the Commission on Contract No. 4808, for grading and oiling on the Walton-Noti Section of the Richardson-Eugene Highway in Lane County.

This payment, in the amount of $15,853.17, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $11,283.45. The present payment will be released on or after Dec. 20, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
cc: United Pacific Ins. Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 22 1957
FOR FILING

S-234 (8)

[illegible]

Salem, Oregon
November 20, 1957

Submission of Estimate
Contract No. 4808

Mr. Geary H. Worth
Resident Highway Engineer
Box 337
Cottage Grove, Oregon

Your letter of November 8, regarding non-submission of estimate on Walton-Noti Section in Lane County has been referred to me.

If the semi-final estimate will not be submitted within a very few days, please submit a monthly estimate. We are retaining 7½% of the contract amount or $27,857.93. Even if there is no additional payment, this amount would be reduced to 3% of amount earned, or $11,305.09, on an estimate submitted on the regular estimate date after completion, and would mean a payment to the contractor of $16,552.84.

This is a regular procedure and the reason for requesting an estimate after completion, even though the semi-final estimate will soon be submitted.

D. B. Parkes
Contract Payments Engineer

cc: F. D. Morgan
DBP:cr

RECEIVED
OCT 16 1957
FOR FILING

[illegible]

4808

October 15, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 11, 1957, on Contract No. 4808, Walton-Noti Section, in Lane County, in connection with Federal Aid Project No. S-234(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
APR 2[illegible] 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1957

SUBJECT: Walton-Noti Section
Richardson-Eugene Highway
Contract No. 4808

To: Mr. Tom Edwards
Construction Engineer

Office

Receipt is acknowledged of your communication of April 15th, regarding the above-entitled matter.

You are advised that the forms furnished by the subcontractor are, in our opinion, sufficient to justify partial payment, pursuant to the provisions of Paragraph 1.9.11. They fully comply with the procedure outlined in our letter of February 21, 1956, directed to Mr. Probert.

ROBERT L. MAY, JR.
Acting Chief Counsel

JRP:nm
cc: L. H. Young
S. H. Probert

NOTED
H. B. GLAISYER

REFERRED TO
BY SECRETARY

GPRB-2298

FORM PR-3 (October 1954)
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECEIVED
NOV 29 1956
FOR FILING
S-234 (8)

State Oreg
County Lane
Project No. S-234(8)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 15th day of November, 19 56, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 6th day of February, 19 56, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 8.815 miles of grading, draining and 2-lane high type pavement, (Character of work)

between FA Rte. 25 at Mapleton and FAS 201 at Elmira (Control points)

consisting of 8.815 miles of roadway and no (Number) bridges xxxxxxx xxxxxxx xxxxxx

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of two hundred forty six thousand, and 00/100 dollars ($ 246,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is three hundred ninety eight thousand, one hundred eighty seven and 90/100 dollars ($ 398,187.90).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

~~RECOMMENDED FOR APPROVAL:~~

STATE HIGHWAY ENGINEER

—33205

November 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Walton-Noti Section, Project No. S-234(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:bb

4808

P R O J E C T   A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Walton-Noti Section
Richardson - Eugene Highway
Lane County

NATURE OF WORK:

Grade and Oil Mat Surfacing

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4808 Morse Bros. & Burbin Bros. 9-7-56

DATE OF COMPLETION:

130 Workdays from 9-17-56

REMARKS:

October 2, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as a basis for project agreement for the Walton-Noti Section, Project No. S-234(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]C:ia

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-234(8)

WALTON-NOTI SECTION OF THE RICHARDSON-
EUGENE HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 28, 1956

Type Code 5231
Roadway (Sta. 287+50 to Sta. 754+65.60)(Contract No. 4808)

All	Required	Clearing and Grubbing	$	$ 16,800.00
All	Required	Removal of Bridge		1,500.00
500	cu. yds.	Drainage Excavation, Unclassified	3.00	1,500.00
100,000	cu. yds.	General Excavation, Unclassified	0.38	38,000.00
160,000	yd. sta.	Short Overhaul	0.015	2,400.00
1,300	C-y.sta.	Long Overhaul	0.40	520.00
160	hours	Blade Grader	10.00	1,600.00
160	hours	Tractor and Dozer	16.00	2,560.00
160	hours	Tractor and Scraper	18.00	2,880.00
2.77	miles	Finishing Roadbed and Slopes	850.00	2,354.50
9,500	lin. ft.	Rounding Cutbanks	0.17	1,615.00
16	lin. ft.	12-inch Corrugated Metal Pipe	5.00	80.00
24	lin. ft.	18-inch Corrugated Metal Pipe	7.00	168.00
30	lin. ft.	24-inch Corrugated Metal Pipe	10.00	300.00
26	lin. ft.	36-inch Corrugated Metal Pipe	16.50	429.00
4	lin. ft.	48-inch Corrugated Metal Pipe	25.00	100.00
540	lin. ft.	12-inch Concrete Pipe	2.05	1,107.00
800	lin. ft.	18-inch Concrete Pipe	3.45	2,760.00
100	lin. ft.	24-inch Concrete Pipe	4.80	480.00
10	lin. ft.	30-inch Concrete Pipe	6.15	61.50
110	lin. ft.	36-inch Concrete Pipe	7.90	869.00
150	lin. ft.	42-inch Extra Strength Concrete Pipe	12.00	1,800.00
30	lin. ft.	48-inch Concrete Pipe	15.00	450.00
42	cu. yds.	Class "A" Concrete	60.00	2,520.00
6,400	lbs.	Metal Reinforcement	0.135	864.00
73,500	cu. yds.	Course Crushed Material in Base	2.55	187,425.00
10,300	cu. yds.	3/4" - 0 Material in Base	2.55	26,265.00
2,100	M-gals.	Sprinkling	1.80	3,780.00
8.82	miles	Preparation of Base	300.00	2,646.00
1,100	cu. yds.	3/4" - 0 Material in Binder Course	3.75	4,125.00
5,900	cu. yds.	Furnishing and Placing Aggregates	3.90	23,010.00
180	tons	RC-3 Asphalt in Binder Course	42.00	7,560.00
450	tons	150-200 Asphalt	40.00	18,000.00
130	tons	RS-1 Asphalt	42.00	5,460.00
			Subtotal	$361,989.00
			10% Engr. & Cont.	36,198.90
			Total	$398,187.90

Length of Roadway	8.815 Miles
Length of Structure	0.015 Mile
Total Length	8.830 Miles
Cost of Roadway Per Mi.	$45,171.64

Federal Funds..	$246,000.00
State Funds..	152,187.90
	$398,187.90

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
OCT 1 1956
FOR FILING
S-234(8)
4808

September 26, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 25, 1956, on Contract No. 4808, Walton-Noti Section, in Lane County, in connection with Federal Aid Project No. S-234(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]

A

RECEIVED
SEP 26 1956
FOR FILING

S-234 (8)

4808

September 26, 1956

Morse Bros. & Durbin Bros.
P. O. Box 117
Harrisburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4808, which was awarded to you by the State Highway Commission on September 7, for grading and oiling on the Walton-Noti Section of the Richardson-Eugene Highway in Lane County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 14 1956
~~FOR~~ FILING

5-2348

4808

September 7, 1956

Morse Bros. & Durkin Bros.
P. O. Box 117
Harrisburg, Oregon

Gentlemen:

The State Highway Commission on August 16, 1956, accepted your proposal for grading and oiling, also furnishing crushed material in stock piles, on the Walton-Noti Section of the Richardson-Eugene Highway, about 20 miles west of Eugene, in Lane County for the sum of $371,439.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4808.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:eem
cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att.: Dorothy McCormack

R. G. Savage
Tom Edwards
S. H. Probert

NOTED
J. Mc C.

REC IC SERVICE
ss of service desired;
this message will be
as a fast telegram
FC M
TTER
IGHT LETTER

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 7, 1956
11:00 A. M.

Morse Bros. & Durbin Bros.
P. O. Box 117
Harrisburg, Oregon

Contract for grading and oiling, also furnishing crushed material in stock piles, Lane County, for which you submitted low bid on August 16, 1956, awarded you today. Contract forms follow shortly.

H. R. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Cecil Head
Files ✓
Accounting

RLP:smj

cc - Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
SEP 11 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 11 1956
FOR FILING

FORM E-20X—37,500—2-55—82987

S-[illegible]4([illegible])

4x-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1956

SUBJECT: Walton-Noti Section
Richardson-Eugene Highway
Lane County

To: Mr. S. H. Probert
Office Engineer
OFFICE

All rights of way for the above section have now been acquired, and as far as this department is concerned, the contract may be awarded. This is to confirm our telephonic conversation as of this date.

R. L. Porter
Right of Way Engineer

RLP:smj

cc - Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
SEP 11 1956
OFFICE OF
STATE HIGHWAY ENGINEER

P

RECEIVED
JUL 26 1956
FOR FILING

S-234 (8)
4508

Walton, Oreg.
July 25, 1956.

5987 Dear Sirs -

Thank you for replying so promptly and so courteously to my "not so nice" letter.

We were indeed very happy to hear that the additional funds have been allotted and that the bids will be re-advertised. We sincerely hope that there will be a satisfactory bid on it. and Thank you again for telling us about it.

Sincerely

Mrs L. D. Montgomery
Walton, Oreg.

RECEIVED
JUL 26 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 25 1956
FOR FILING

S-234 (A)

4108

Walton, Oregon
July 23, 1956.

Oregon State Highway Dept.,
Salem, Oregon.

Gentlemen:

Regarding the improvement of the road from Noti to Walton; everybody living on this section of the road was delighted with your letter of July 17th. stating that the Commission will receive bids on the project August 16th and 17th. In this connection it is hoped that the Commission will see that the contract is let at that meeting to a firm that has sufficient equipment and not otherwise engaged so that job may be completed before the rainy season. A time limit for completion of the project would help in this respect.

It is also gratifying to note that the specifications have been changed to provide for an increase in the base thickness of the surfacing which is important as the trafic on the road will increase materially with this improvment and more so after the tunnel and other road improvement between Walton and the Coast are completed.

Sincerely yours,

W E Angle

W.E.Angle,
Walton, Oregon.

NOTED
R. B. GLAISYER

RECEIVED
JUL 25 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 24 1956
FOR FILING

July 23, 1956

Mrs. L. D. Montgomery
Walton, Oregon

Dear Mrs. Montgomery:

Just received is your letter of July 18 in which you express your feelings with regard to the improvement of the Walton-Noti Section of the Richardson-Eugene State Secondary Highway (Route F).

The members of the State Highway Commission appreciate the need for placing a hard surface on this road, as is evidenced by the fact that the Commission budgeted $300,000 for the purpose. It was thought that such sum of money would provide a satisfactory surface for the nine miles between Walton and Noti. The Commission advertised the project for bids to be received at its meeting on July 12 and 13. However, observations subsequent to the preparation of the original estimate indicated that the design as planned would not stand up under the heavy traffic that the road would be subjected to, and it was either a case of cutting down the length of the project or of finding an additional sum of money to pay for additional rock base. It was the feeling of the Engineer that the length of the project should not be reduced. He estimated that the additional surfacing would cost about $140,000. He had no authority to commit the additional money, so it was necessary to defer the project until the Highway Commission had an opportunity to discuss it.

This matter had the attention of the State Highway Commission at its July meeting, and you will be pleased to know that the Commission authorized the extra amount, making a total estimated cost for the nine-mile section of $440,000. It is planned to readvertise the project for bids to be received at the meeting of the Highway Commission scheduled to be held on August 16 and 17. If a satisfactory bid is received the work will be gotten under way shortly after the contract is awarded.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: Mrs. Letha M. Lunceford, Walton, Ore.
cc: Mrs. Joe R. Fowler, Walton, Ore.

Walton, Oreg.
July 18 - 1956.

Dear Sirs -

I imagine you know that quite a few of us that live here on the so-called "Route 9."; were quite unhappy to learn that "as they say" they have come up against a block to putting the surface on our road out here - from Noti through Walton.

We, for one family, can tell you right now that if you people up there think we are going to accept this set-back - without making a protest - you can think again. We have waited - for 30 long years for some sort of a surface to be put on this road. Believe me it's a disgrace to the State to have such a road in its' system.

I've heard it said that there is talk that there isn't enough traffic on this road to warrant putting a surface on it. There is plenty of traffic on here! There is at least 20 logging trucks - going by here - each making two and sometimes three trips each day - and they start going by at 3: A.M. If you people don't think that's traffic - I invite you to come down here and follow just one - just one of these logging trucks - loaded with logs - from Walton through to Noti - and see how hot, dirty & dusty it is. And notice also how many other trucks you meet. Believe me - it's no pleasure having to fight these trucks and their dust every time we want to go anywhere.

You might say if we didn't like it we should move to where there is a better road. But this happens to be where our home & work is - and we like the country out here, if it

ANSWERED
H. B. GLAISYER

weren't so covered with dust we can't see it.

Are you going to have them build that big, expensive Route 4. tunnel, and the bridge to it, then let them sit there - of no use to anyone until they rot away - then start the whole business again in another 20 or 30 years?

You will hear more from me, and from others out here - until we get some results.

There is an awfully lot of gas-tax, and P.U.C. money coming in, from all these trucks running on this road. Couldn't we at least have the amount of revenue that is collected from this part of the road - applied on it - so we could enjoy driving once again.

Sincerely

Mrs. L. D. Montgomery.
Walton, Oreg.

P.S. Understand it's not the logging trucks I object to - they seem to be all nice people, driving quite decently - but it's the dirt & dust on the road that we are complaining about - and will continue to complain about!

RECEIVED
JUL 20 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 24 1956
FOR FILING

S-234 (8)

4808

?

July 23, 1956

Mrs. Joe R. Fowler
Walton, Oregon

Dear Mrs. Fowler:

This is to acknowledge your letter of July 18, 1956 in which you inquire why work has not started on the Richardson-Eugene Secondary Highway between Noti and Walton.

To give you the information that you request I enclose a copy of a letter that I am sending today to Mrs. L. D. Montgomery of your city. It is hoped that this information will give you considerable encouragement. If the Highway Commission receives a satisfactory bid for the work at its August meeting and awards the contract at that time, I am sure the contractor will commence construction without delay.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
Encl.

ANSWERED
H. B. GLAISYER

Mrs. Joe R. Fowler
Walton, Oregon

July, 15, 1956.

Oregon State Highway Commission,
Salem, Oregon.

Sirs:-

Why hasn't work been started on our road from Noti to Walton? Why spend all our money on surveying + then [illegible] fix the road? Who is behind all this unfair deal?

Your story has always been that there isn't enough traffic down here to justify oiling this road. Just bring your traffic indicator down here now any day of the week (and not in a snow storm when every one stays off the road) [illegible] just find out how much traffic there is. Also would like to have some of you guys come down + drive on this road for one day, and see how pleasant it

RECEIVED
JUL 23 1956
OREGON
STATE HIGHWAY COMMISSION

2) is to meet all these trucks in this dust. The dust is so [illegible]ck you don't dare [illegible] for fear some one will run into you from behind, and you can't see where your going, so take the chance of rolling over a high bank, or running in the ditch. We are taking our life in our hands every time we go out on this road. Remember we are just as human as any one living in or close to a city, and you have good roads all around you, while we have to travel on no more than a cow trail. We are also paying taxes & plenty.

There are enough trucks using this road, that their P.U.C. licence could pay for oiling this road.

Just because we live way out here is no sign that we are so dumb. The last 20 yrs. we have been, and just sat and waited for you to do what you kept promising to do, but now we are all disgusted with promises, and we mean to have some thing done, every one is getting fed up with all this, so some thing had better done pretty soon. The money was allotted for this road, now ~~it~~ you figure on using it some where else, do you call this a fair deal? Well, we don't.

So come on & keep some of your promises, get at this road, we need some thing done or we wouldn't ~~have~~ be hollering about it. Three windshields were broken in one week, from flying rocks, and thats expensive, and so are busted tires.

Sincerely,

Mrs. Joe R. Fowler
Walton, Oregon.

RECEIVED
JUL 24 1956
FOR FILING

S 234 (8)

4508

July 23, 1956

Mrs. Letha M. Lunceford
Walton, Oregon

Dear Mrs. Lunceford:

This is to acknowledge your undated letter received on July 20 in which you express your feeling with regard to the improvement of the Walton-Noti section of the Richardson-Eugene State Secondary Highway (Route F).

To give you the present status of this improvement I enclose a copy of a letter that I am today sending to Mrs. L. D. Montgomery of Walton. The Highway Commission appreciates your problem and the need for the improvement, but I am sure that you will agree that one month's delay in receiving the bids to do the work so that a higher type of improvement will result is fully justified.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
Encl.

State Highway Commission
Salem, Oregon

NOTED
H. B. GLAISYER
ANSWERED
H. B. GLAISYER

Dear Sir:

As I sit here writing this letter the log trucks and men going to work are making a steady stream of cars and trucks going down the road. I say we are disappointed - but that is putting it mildly - because there has been nothing more done about this road - Why is it - we wonder?

It has gotten so we hate to venture out on the road to go to the store - let alone to Eugene. Surely you aren't waiting until someone gets killed to do something about it. There are so many places that it is so dangerous - passing and me[illegible]ing trucks and dust that you have to feel your way out of. I think good luck and good + careful drivers is all that has prevented very serious accidents this far.

The advantage of going to the coast this way are many. Even now as bad as the road is many people use this route.

People out here probably us much more gasoline than folks living in the cities or close by. We would like to see some of that tax where it would do us some good. Of course its nice to have lovely big Interstate highways but once in awhile some of the poor folks who never get to travel - who live right here paying their high taxes would like to see some benefits too.

I realize it is quite a job trying to allocate the work all over the state but we have waited so long for a better road - Please try to give Route F. just a little more Consideration.

Thank you for your attention.

Sincerely,

Letha M. Lunceford

Walton, Oregon

RECEIVED
JUL [illegible] 1956
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
JUL 23 1956
FOR FILING
234
4808

R

NOTED
W. C. W[illegible]

Walton Oregon
July 19 - 1956.

R. H. Baldock.

We wish to be fair about this, But we are informed of by some one who claims to know. That you the State Commision of Hi' Ways do not intend to do any thing for our road from Noti west (Route of F.). We hope this is not true. As we have hoped we could take you at your word when last Summer you Promised to pave it before this summer was over. You said the money was ready and you'd let the bids early this summer. Already you posponed them once before. So if this rumer we hear is true. What kind of an excuse could you put up now? Where is that money and what of your promise. I think the people out this way have been too easily pleased with un-fulfilled promises. ~~as each~~

Now we want action please in the interest of Life & Deaths

There are any way 20 logging trucks (a day), 10 from one company, hauling out of here. Makeing several trips a day each. Now they seem to be good carefull drivers. As carefull as any one can be under the conditions. Well if you'll look up the P.U.C. payments these trucks pay into the state you'll find they pay a lot of money every month So why can't this money go to fix the road they are useing.

Death Death is rideing this 20 mi. strech of road every day. Are you going to sit up there in a nice clean (we pay for) office and let inocent children get Killed? Just because you can make a bigger Splash by putting the money on ~~Sufer~~ Super High Ways side by side ~~than~~ threw you favorite Citys.

I guess you can see what Lane Co. is doing in the way of cleaning house at our own court house. Maybe it should and will spread to your nice quiet Office and uncover so of the under cover dirt up there too.

If you think I am so sever just take (our) state owned car and drive out here (not on week ens) but on a week day and see how nice it is to meet a loaded or empty truck followed by a complete banket of dust. It is impossible to see 10 ft. ahead of you and we are afraid to stop because a driver behind us could not see us on the road.

Now I hope the story is not true and if you are really going to keep your promise. I am sorry to write to you as I have. But. its up to you to prove it is wrong. And I can promise more and more such pleas for help by our people out here if we dont see or hear some thing at once to prove you mean to keep your promise. Because we are getting mad.

Just one of dozens of drivers on this dust cloged road.

P.S. You let the death trap at the north end of Junction City go, untill 2 persons were killed because of poorly managed and poorly marked intersection. It could happen here any day. And you cant say there isent enough traffic out here, to need help. When you put counters out this way if ever you put them out when there is not any chance of catching the most traffic.

RECEIVED
JUL 18 1956
FOR FILING

5-234(x)

4808

July 17, 1956

Mr. W. E. Angle
Walton, Oregon

Dear Mr. Angle:

Received in today's mail was your letter of July 16, 1956 in which you express your feelings with respect to the proposed improvement of the Richardson-Eugene State Secondary Highway between Noti and Walton.

The State Highway Commission has not abandoned this project. It was included in our advertisement for bids to be received by the Commission at its meeting on July 12 and 13. However, due to a change in plans which will result in a better improvement than the one originally contemplated, it had to be deleted. It is now planned to readvertise the project for bids to be received by the Commission at its meeting on August 16 and 17, 1956.

Incidentally, when this project was first authorized by the Commission an amount of $300,000 was budgeted to finance it. Subsequent investigations, however, revealed that to provide a satisfactory improvement it would be necessary to increase the base thickness of the surfacing, which increased the estimated cost to some $440,000. The question was whether or not to reduce the length of the project to fit the $300,000 available or to provide the additional money so that the entire nine-mile section could be improved. The Commission decided last week to improve the entire nine-mile section and authorized an increase in the amount of the previous authorization for the work.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

Walton, Oregon,
July 16, 1956.

Oregon State Highway Commission,
Portland, Oregon.

Gentlemen:

Residents on the Elmira-Richardson road, especially on that section between Noti and Walton are very much disappointed that you failed to let a contract at your recent meeting for the improvement of this section. The writer is under the impression that you have the money available ample to pay for this improvement. You had surveyors working on the job since last year and they certainly should have been able to prepare all the information necessary to enable contractors to bid for the job.

Certainly you must know of the necessity for this improvement. Traffic on the road,mainly log trucks, has increased to a point that does not permit the dust to settle befor another convoy of trucks appears. It is extremly hazardous to drive in the clouds of dust coming from the road and the scanty gravel remaining on the road has been ground up and blown away leaving a very rough road surface.

Inview of the fact that it is now only seven weeks until the school busses start to roll it seems that if you are going to do anything at all about the improvement you should do so quickly. To wait until '57 for the improvement would mean that the school busses would be exposed to the hazards of both dust and mud.

I feel sure that I speak for all the residents on the road in urging you to give this your immediate attention and get along with the job.

Sincerely yours,

W E Angle

W.E.Angle,
Walton, Oregon,

ANSWERED
H R GLAISYER

RECEIVED
[illegible]

RECEIVED
JUL 2 1956
FOR FILING

S-254 (1)
4568

June 29, 1956

Oregon State Highway Commission

Gentlemen:

We have an approved allocation of $300,000 for the widening, surfacing, and oiling of an approximate nine-mile section of the Richardson-Eugene Highway between Walton and Noti. At the time the estimate was originally made it was believed that eight inches of additional surfacing would be sufficient to carry the heavy traffic on this road. Since that time, however, further investigations have indicated that, due to the excessive log haul, eight inches of surfacing will not be adequate, and it will be necessary, in order to obtain an adequate base, to provide for an average 12-inch base thickness. This additional surfacing, to which must be added a considerable increase in cost by reason of rising unit prices, has increased the estimated cost of the project to $440,000. We have checked our secondary highway balances and find that there is a sufficient accumulation of unallocated funds to cover the increased cost.

There are two alternates open. One is to cut the project back to fit the $300,000 allocation, which would improve approximately 6½ miles and leave slightly more than 2½ miles unimproved. The other alternate is to perform the entire improvement at the estimated cost of $440,000. Inasmuch as the people of the area were told that the entire section between Walton and Noti would be improved, I recommend the increased authorization so that we may improve the entire section at one time, which will result in some saving in cost.

This matter will be on the agenda.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. C. H. Maison

RECEIVED
JUN 29 1956
FOR FILING

5-234 (8)
4508 A

June 28, 1956

Oregon State Highway Commission

Gentlemen:

Attached hereto is a sketch map indicating the survey for improvement of the Walton-Noti Section of the Florence-Eugene Highway in Lane County. In general, the survey follows the route of the existing highway, but it does depart slightly at a few points due to sharp curvature. It is, therefore, necessary that the survey be approved by you in order that the Legal Department will have authority to condemn right of way if such becomes necessary.

As it is planned to call for bids on this project in August, your approval of the survey is recommended at the forthcoming meeting.

Very truly yours,

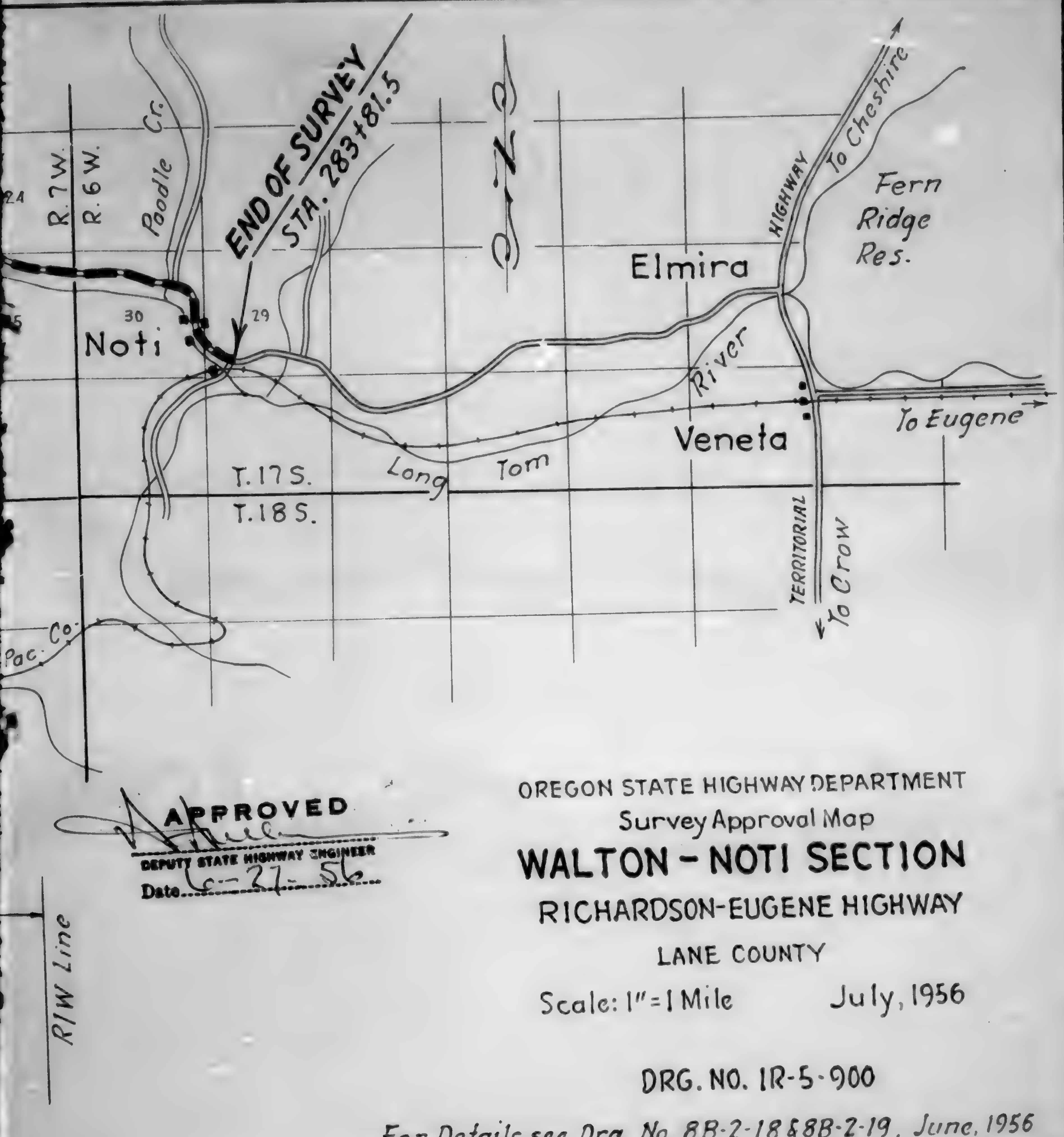
W. C. Williams
Deputy State Highway Engineer

WCW:me

Enclosure

cc Mr. Forrest Cooper
Mr. R. L. Porter

1R-5-900


END OF SURVEY
STA. 283+81.5
R.7W.
R.6W.
24
25
Poodle Cr.
30
29
Noti
Elmira
HIGHWAY
To Cheshire
Fern Ridge Res.
River
Veneta
To Eugene
Long Tom
T.17S.
T.18S.
TERRITORIAL
To Crow
Pac. Co.
R/W Line

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 6-27-56

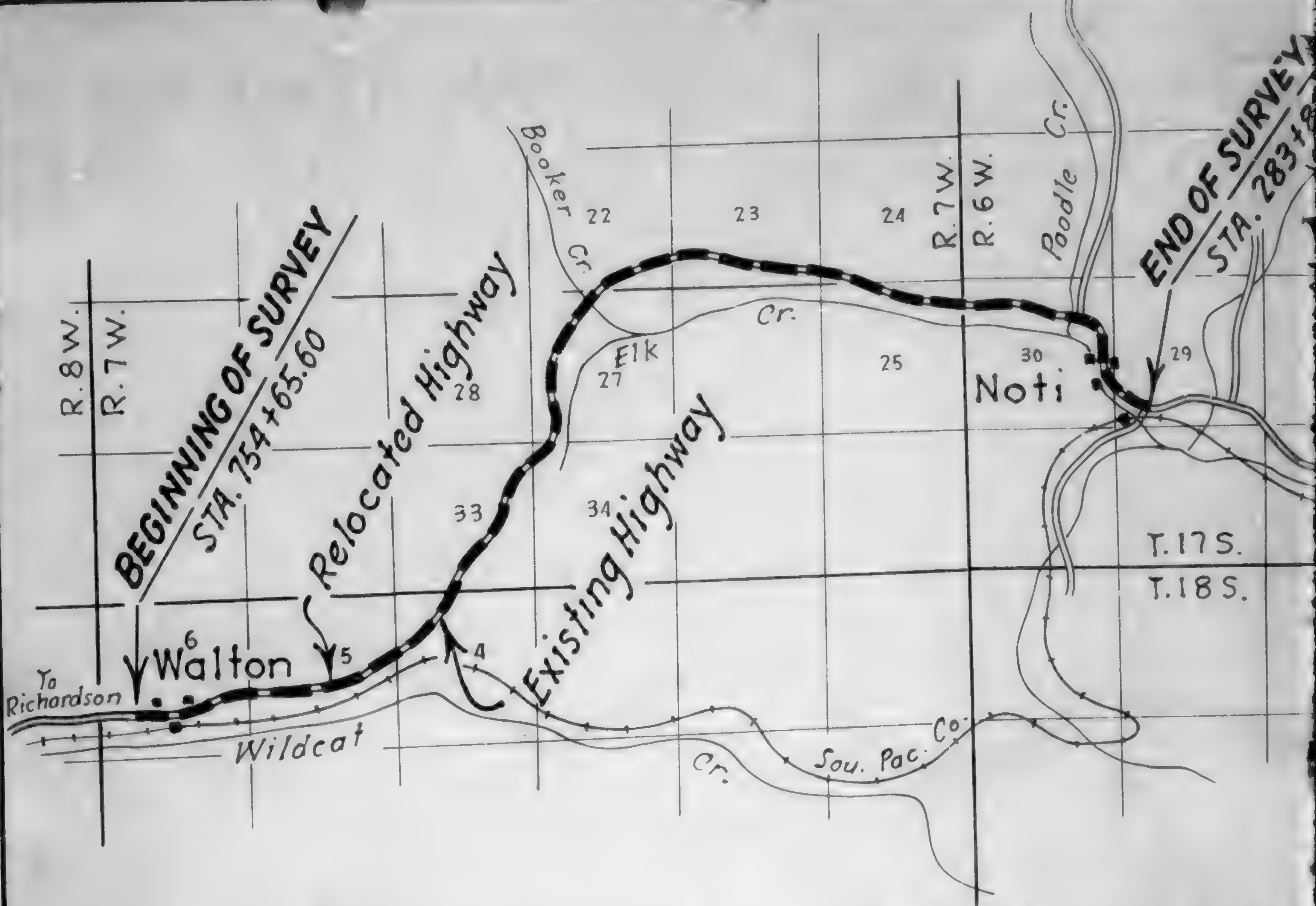
OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

WALTON - NOTI SECTION

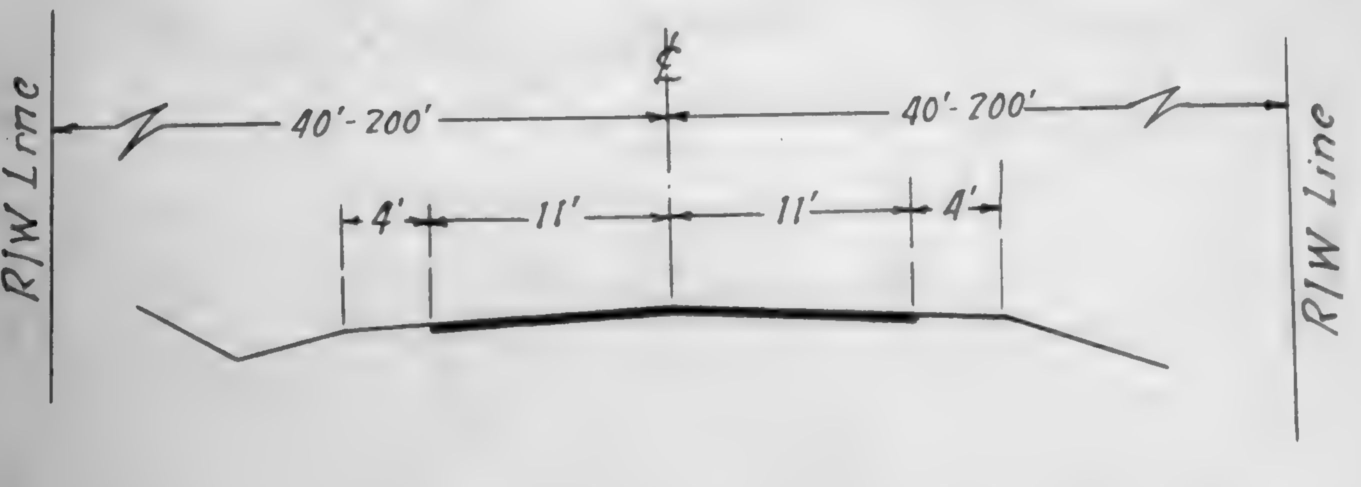
RICHARDSON-EUGENE HIGHWAY
LANE COUNTY
Scale: 1" = 1 Mile July, 1956

DRG. NO. 1R-5-900

For Details see Drg. No. 8B-2-18 & 8B-2-19, June, 1956


BEGINNING OF SURVEY
STA. 754+65.60
END OF SURVEY
STA. 283+8
Relocated Highway
Existing Highway
R. 8 W.
R. 7 W.
R. 7 W.
R. 6 W.
T. 17 S.
T. 18 S.
Booker Cr.
Poodle Cr.
Elk Cr.
Wildcat Cr.
Sou. Pac. Co.
To Richardson
Walton
Noti
22
23
24
27
28
25
30
29
33
34
6
5
4

TYPICAL SECTION


R/W Line
R/W Line
℄
40'-200'
40'-200'
4'
11'
11'
4'

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 6-27-56

RECEIVED
JUN 4 - 1956
FOR FILING

S-224 [illegible]

[illegible]

June 1, 1956

Mr. Ivan R. Surcamp
Walton, Oregon

Dear Sir:

In reply to your letter of May 29, advise that the survey has been completed for improvement of the highway between Noti and Walton, and the design for calling bids is being prepared in this office.

Considerable time is required to prepare the final plans, obtain the approval of the Bureau of Public Roads in Washington, D. C., and take care of other incidentals requisite to advertising a job for contracting. Presently we plan to call bids on this improvement in either July or August and are attempting to meet the July date.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:me

RECEIVED
MAY 31 1956
FOR FILING

S-23
4108

Walton Oreg.
May 29/56 -

Oregon State Highway Comm.
Salem Ore.

NOTED
W. C. WILLIAMS

Dear Sir:

We haven't seen any Contracts let for fixing this Road from Noti to Walton. The survey parties which you had have spent enough time on this road to have surveyed and built a 4 lane Road this far. If you are going to build this road why not stop stalling and get at it.

It is our understanding

nce to
ndary

last
th an
In-
proved
e only
there-
fter
be held

ineer

RECEIVED
MAY 31 1956
FOR FILING

S-23
4108

that there will be
in the neighbor-hood
of 50 log trucks hauling
over this road.

What about revenue off
this?

The people have commence
to become very much
concerned about the
road so unless something
is made public and
done about the road.
considerably confussion
and trouble will be
caused over it.

Hoping this road will
receive some of the attention
devoted to places already
served by good roads

Sincerely
Ivan R. Succamp

ce to
dary

last
th an
In-
roved
only
there-
fter
e held

neer

RECEIVED
MAY 31 1956
FOR FILING
2-234 [illegible]
4 [illegible]

May 31, 1956

Mrs. Elmer M. Hansen
Walton, Oregon

Dear Mrs. Hansen:

Your letter under date of May 23, which has reference to the dusty, dangerous condition of the Richardson-Eugene Secondary Highway between Noti and Walton, is hereby acknowledged.

You are probably aware that the Highway Commission last fall authorized the expenditure of $300,000 to reconstruct with an oil or a paved surface that section between Noti and Walton. Included with the many other individual projects previously approved by the Commission in the current construction program, we have only recently completed in detail the plans for the above project; therefore, competitive bids to perform the work will be received after advertising the project at the Highway Commission meeting to be held in the early part of July.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

RECEIVED
MAY 28 1956

May 23, 1956

State Highway Commission
Salem Oregon

Dear sirs, This is perhaps a futile gasp from a low cloud of dust, but we are hoping there might be some action taken soon to improve the Rte F. road from Noti to Camp Lane area. We have lived here 14 years and summers up to last year were dusty but bearable. The local log truck drivers know the road well and are considerate but last summer there were about 20 long-haul trucks going constantly and as fast as the curves would permit. The high school bus has had several narrow escapes (Mr. Hansen is chairman of Elmira Union High School board of directors + so receives reports on these things) Also I was with my brother about 2 months ago driving in his Crosley car when we met a truck which crowded us into the bank and narrowly missed crushing us. They drive very fast & the road has dangerous curves.

Also, our dwelling is less than 100 feet from the highway and I, as well as many of the neighbors along the road, have respiratory troubles all summer long trying to sneeze or cough a little of the dust from our nose + throats. The berries we raise would be delicious except that often they are inedible because of the thick coat of dust. Life is anything but pleasant from 6:00 AM - 5:00 PM and if there is any relief in sight this is but one voice of many who would hoarsely be raised in thanks!

Yours truly
Mrs Elmer M. Hansen (Also husband mother + 7 children
Walton, Oregon

NOTED
W. W. STIFFLER

RECEIVED
MAY 28 1956
FOR FILING

3 23 [illegible]

[illegible]

May 25, 1956

Mrs. Florence Surcamp
Walton, Oregon

Dear Mrs. Surcamp:

I wish to acknowledge your letter under date of May 21 inquiring as to the status of the construction authorized by the Highway Commission last year on the Richardson-Eugene Secondary Highway between Noti and Walton.

Mr. Baldock is still absent from his office; therefore, I will reply to your inquiry as follows:

The Highway Commission in October, 1955, authorized an expenditure of $300,000 to regrade, place a stone base, and construct an oil mat surface on the section between Noti and Walton. Since the above date, survey crews and the Design Division have been working on this project along with the many others demanding their attention.

Early in the year, it was thought the project could be advertised for bids at the June 4-5 meeting. However, at a later date some slight changes in the design became necessary; hence the project will be advertised for bids to be received by the Highway Commission meeting the forepart of July.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

May 21/56
Walton Ore.

State Road Comm

Im writing regard to our road out at Walton, from Noti to Walton.

Well its getting so dangerous that it isnt safe for cars to be on the road & there going to be a lot more you all promise so much then forgot about it as they been doing the last past 5 years & I do believe its time to do something as we waited long enough Im hoping that we get some results on this soon

NOTED
W. W. STIFFLER

Florence Sercamp
Walton Ore
Walton store

RECEIVED

1

Walton,
May 23. 1956

Mr. Baldock.

The storey has reached our ears that a local man ask a State Highway workman, when the work on the local "Route F" road ~~work~~ was to begin. The answer was "I dont know, there isent any money."

Now if this is ~~tru~~ not true I suggest you make it publicly known. That there is money for the road and a ~~definate~~ definate date for the begining of such work.

If it is true and there is not enough or any money to do the work, you promised last year, would be done. You definatly stated in writeing that there was money and the road from Noti to Walton Would be done this summer. If there isent any money, What was done with it?

As we have told you before we all pay taxes and feel that we are just as intitled to a better road as any other part of the state.

There is a lot more travel on this road than on a lot of others that have thier pavement.

Please make a public ans. about this or

we will make a public complaint about it and some one will have some explaining to do.

RECEIVED
MAY 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Walton, Ore.

Mr. Baldock.

"Well here we go again" you'll say. And so do we. May 18th again and Dust and no signs of that road improvement you folks promised us last year.

Their are lots of Logging trucks running out here now. Which makes it a very dangerous thing to drive out here.

I wish you'd just try it once.!!!

We notice that this is one of the most traveled roads in Lane Co. if not the state which has not been paved.

We are only asking for fair treatment.

Please wont you here our plea give us some relief.

A Waltonitte

RECEIVED
MAY 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 1955
FOR FILING

[illegible]

[illegible]

November 8, 1955

Members of State Highway Commission

Gentlemen:

I attach for your information a copy of an anonymous letter that has just been received concerning the condition on the Richardson-Eugene Highway.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Att.

REFERRED TO
[illegible]
By State Highway Engineer

NOTED
State Highway Engineer

Send [illegible]
& Commission

Walton Ore.
Nov 3 1955

Oregon State Hi-way Commission.

We want you to know, we note the surveyors at work on the Noti Richardson road and hope it means a better road. But, please dont get the idea that that is going to make us ~~f~~ keep quiet if there isnt some action to follow up the project. I note that you placed counters on this road last week. But don't feel they give a true estument of the importance of this road because there would be much more traffic over it if it were not just a dead end because of the poor condition beyond Walton.

Please remember we can read and note the many dollars spent on other high ways where there were already paved highways. So just a small portion of that money could get rid of the dust and mud out this way.

I wonder how happy you'd be if you were driving alone and met or ~~passed~~ were passed by another car and had your windshield compleatly blacked out by mud and water. That happens to us when

ever we go any place when it is raining
or has been raining. If you don't believe it
just drive over this road some time when it
has rained. Sorta hard on your pretty shined up
cars tho. So I guess you'll stay on the pavement
our tax money has helped to build.

Thanks if you have read this far.

RECEIVED
NOV 4 1955
OREGON
STATE HIGHWAY COMMISSION

Walton Ore.
Nov 3 1955

Oregon State Hi-way Commision.

We want you to know, we note the surveyors at work on the Noti Richardson road and hope it means a better road. But, please don't get the idea that that is going to make us keep quiet if there isent some action to follow up the project. I note that you placed counters on this road last week. But don't feel they give a true estament of the importance of this road because there would be much more traffic over it if it were not just a dead end because of the poor condition beyond Walton.

Please remember we can read and note the many dollars spent on other high ways where there were already paved highways. So just a small portion of that money could get rid of the dust and mud out this way.

I wonder how happy you'd be if you were driving alone and met or were passed by another car and had your windshield compleatly blacked out by mud and water. That happens to us when ever we go any place when it is raining or has been raining. If you don't believe it just drive over this road some time when it has rained. Sorta hard on your pretty shined up cars tho. So I guess you'll stay on the pavement our tax money has helped to build.

Thanks if you have read this far.

COPY

RECEIVED
DEC 1 1955
FOR FILING

[illegible]
4505

3P
11/3/55

November 14, 1955

Mr. Ivan R. Surcamp
Postmaster
Walton, Oregon

Dear Mr. Surcamp:

The State Highway Commission has received numerous communications from residents of your vicinity concerning the improvement of the Richardson-Eugene State Secondary Highway between Noti and Walton. Subsequently the Commission authorized an experiment using calcium chloride which, it was thought, might possibly provide a satisfactory solution of this problem. The experiment has been concluded, and it appears that it is not entirely satisfactory to the people of your district, who again are asking for a permanent type of improvement.

The results of the calcium chloride experimental project were reported to the Highway Commission by the Engineer on November 3, 1955. The Engineer pointed out that an item of $200,000 has been provided in the 1957 Federal Aid Construction Program to finance improvement of this highway between Richardson and the Siuslaw River crossing. He also pointed out that such amount would grade only about the 3-mile section which carries the least amount of traffic. He suggested to the Commission that this $200,000 be reallocated to the Walton-Noti section for grading and the placement of additional base rock and a medium type oil mat wearing surface, and that an additional $100,000 be allotted to provide for the improvement of the entire 9-mile section between Walton and Noti. You will be pleased to know that the Commission adopted the suggestions and authorized the improvement of the Walton-Noti section in conformity therewith.

I do not know presently when the work will be undertaken, but it is my belief that the project will be advertised for bids early enough so that the work can be accomplished during the 1956 working season.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Mr. W. E. Angle
Walton, Oregon

RECEIVED
DEC 1 1955
FOR FILING

5-2311(8)

4505

3P
11/3/55

November 14, 1955

Mr. Ivan R. Surcamp
Postmaster
Walton, Oregon

Dear Mr. Surcamp:

The State Highway Commission has received numerous communications from residents of your vicinity concerning the improvement of the Richardson-Eugene State Secondary Highway between Noti and Walton. Subsequently the Commission authorized an experiment using calcium chloride which, it was thought, might possibly provide a satisfactory solution of this problem. The experiment has been concluded, and it appears that it is not entirely satisfactory to the people of your district, who again are asking for a permanent type of improvement.

The results of the calcium chloride experimental project were reported to the Highway Commission by the Engineer on November 3, 1955. The Engineer pointed out that an item of $200,000 has been provided in the 1957 Federal Aid Construction Program to finance improvement of this highway between Richardson and the Siuslaw River crossing. He also pointed out that such amount would grade only about the 3-mile section which carries the least amount of traffic. He suggested to the Commission that this $200,000 be reallocated to the Walton-Noti section for grading and the placement of additional base rock and a medium type oil mat wearing surface, and that an additional $100,000 be allotted to provide for the improvement of the entire 9-mile section between Walton and Noti. You will be pleased to know that the Commission adopted the suggestions and authorized the improvement of the Walton-Noti section in conformity therewith.

I do not know presently when the work will be undertaken, but it is my belief that the project will be advertised for bids early enough so that the work can be accomplished during the 1956 working season.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Mr. W. E. Angle
Walton, Oregon

FORM E-30 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1955

SUBJECT:

To: Mr. W. C. Williams

W. C. WILLIAMS

Please prepare a report to the Highway Commission relative to the Division Engineer's inspection of the Richardson-Eugene Secondary Highway near Walton.

R. H. Baldock

RHB:hi

FORM E30—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 21, 1955

SUBJECT:

To: H. G. Smith
Construction Engineer

NOTED
W. C. WILLIAMS

Attention: Forrest Cooper

Ivan R.

Dear Sir:

Recently Mr. Baldock called me with respect to complaints from people in the Walton area relative to the poor condition of the Richardson-Eugene Highway between Richardson and Noti. He asked that I make a personal call on Mr. Walter Surcamp, postmaster at Walton. I did this. Mr. Surcamp is a very personable gentleman and did not in any way appear to be as irascible and cantankerous as the tone of complaints in his letters or phone calls would indicate.

I informed Mr. Surcamp that it was our intent to maintain this highway during the coming summer season with water if necessary in order that the condition would not be as bad as the present season. You will recall that we had an extremely long period of dry weather from June to September during which no blading could safely be under taken. The condition of the road got bad and D.M.S. Sage did try to blade a short section. The dust condition generated was so hazardous that he ceased work immediately. On September 13, 14 and 15 we had three days of good rains during which the road could be properly bladed and such work was immediately done.

The section on which we had previously placed calcium chloride was not dusty or objectionable from travel view point, but the residents in the area were quite perturbed about the possibility of corrosion on the undercarriages of their vehicles and objected strenuously to its further use.

On the schedule of contract lettings prepared on August 10 we have as Item 25 on the November letting $200,000 of 1957 FAS funds to be used in grading the Richardson-Siuslaw River Crossing Section of this highway. I am unaware as to any previous commitments regarding this programming, but I would recommend instead that the money be used to provide an oil surface on the Walton-Noti Section of this highway. Traffic is increasing on this section and will increase to a further extent due to construction of the Knowles Creek-Turner Creek Tunnel.

NOTED
L. H. Young

FORM E30—50M—10-54—73488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 21, 1955

SUBJECT:

To: H. G. Smith
Construction Engineer

NOTED
W. C. WILLIAMS

Attention: Forrest Cooper

Ivan R.

Dear Sir:

Recently Mr. Baldock called me with respect to complaints from people in the Walton area relative to the poor condition of the Richardson-Eugene Highway between Richardson and Noti. He asked that I make a personal call on Mr. Walter Surcamp, postmaster at Walton. I did this. Mr. Surcamp is a very personable gentleman and did not in any way appear to be as irascible and cantankerous as the tone of complaints in his letters or phone calls would indicate.

I informed Mr. Surcamp that it was our intent to maintain this highway during the coming summer season with water if necessary in order that the condition would not be as bad as the present season. You will recall that we had an extremely long period of dry weather from June to September during which no blading could safely be under taken. The condition of the road got bad and D.M.S. Sage did try to blade a short section. The dust condition generated was so hazardous that he ceased work immediately. On September 13, 14 and 15 we had three days of good rains during which the road could be properly bladed and such work was immediately done.

The section on which we had previously placed calcium chloride was not dusty or objectionable from travel view point, but the residents in the area were quite perturbed about the possibility of corrosion on the undercarriages of their vehicles and objected strenuously to its further use.

On the schedule of contract lettings prepared on August 10 we have as Item 25 on the November letting $200,000 of 1957 FAS funds to be used in grading the Richardson-Siuslaw River Crossing Section of this highway. I am unaware as to any previous commitments regarding this programming, but I would recommend instead that the money be used to provide an oil surface on the Walton-Noti Section of this highway. Traffic is increasing on this section and will increase to a further extent due to construction of the Knowles Creek-Turner Creek Tunnel.

NOTED
L. H. Young

The $200,000 programmed would greatly aid the traffic problem on the nine miles from Walton to Noti, but would provide very little service on the section easterly from Linslaw. Even with the completion of the proposed grading as now programmed the construction of a bridge across the Siuslaw River at Austa would be necessary before this section could be put into use. This bridge is near M.P. 15 and there would still exist seven miles of ungraded highway between Austa and Walton at M.P. 22. Grading costs are such that a very minimum estimate would be $1,000,000 for the seven miles. A structure across Wild Cat Creek and a crossing of the Southern Pacific Railroad are necessary in addition thereto. Thus, if construction is prosecuted from Richardson easterly it will be a long number of years before any relief can be given to the Walton-Noti Section.

It is believed that the application of an oil surface to the Walton-Note Section prior to start of work on the balance of the grading will greatly reduce source of complaint in this section.

The alignment of the present road as well as the grade line is, ofcourse, substandard. I would recommend that in the neighborhood of $40,000 be spent in policing up the alignment of the existing road on the easterly slope of Badger Mountain, and that the balance of the section be used as is, both for line and grade. It is believed that a minimum 24-foot top can be secured on this section and I would recommend the addition of 8 inches of crushed rock surfacing covered by an 0-11 oil mat.

This recommendation is based on inspections only and might possibly have to be increased slightly on the westerly slope of Badger Mountain where uphill logging will be severe surface test.

Very truly yours,

Tom Edwards
Division Engineer

TE:gb
cc: E. A. Collier

RECEIVED
SEP 22 1955
OFFICE OF
CONSTRUCTION ENGINEER

9/22
NOA 14.3

August 18, 1955

Mr. W. E. Angle
Walton, Oregon

Dear Mr. Angle:

This will acknowledge your letter of August 9, directed to the Oregon State Highway Commission, regarding improvement of the Noti-Walton Section of the Richardson-Eugene State Secondary Highway. I shall bring it to the attention of the members of the State Highway Commission and the State Highway Engineer.

I might state that the Highway Commission at its meeting on August 11 discussed this particular project, and in connection therewith had the benefit of a report from the State Highway Engineer. The Engineer advised that it will cost about $3,000,000 to improve this road to modern standards, which money, he pointed out, is not presently available. He suggested as a temporary solution of the problem the surfacing of the section between Noti and Walton, using calcium chloride. The Commission adopted the suggestion, and authorized the placement of such material on a one mile section between Noti and Walton as an experimental proposition. In the event the experiment proves to be successful, then the entire ten mile section between Noti and Walton will be given similar treatment. Whether or not the work can be accomplished during the present summer season depends on availability of the calcium chloride.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:JMC

cc: Commissioners
R. H. Baldock

Walton, Oregon,
Aug. 9, 1955.

Oregon State Highway Commission:
Salem,mOregon.

Gentlemen:

Subject :- Improvement by surfacing the secondary highway known as the Noti-Richardson road from Noti to Walton.

The writer, a resident on the road referred to, on this date saw a letter from the deputy U.S. commissioner stating that funds are available for this improvement; that it is an approved federal aid project but that same has been held up because the State of Oregon has failed to request the improvement.

Under normal conditions this road handles considerable trafic, now however log trucks are using the road at the rate of twelve to fifteen an hour with the result that the road is worn down extremely and the dust makes traveling the road very hazardous. It seems hardly reasonable that the State of Oregon would refuse to take advantage of this opportunity to get Federal Aid for the purpose of making this improvement.

You are willing to spend millions on the thru highways in the State but are not interested in some improvement for the secondary highways. The remarks we living along this road hear from strangers traveling the road are hardly complimentary to the State of Oregon. The fact of the matter is that you should be ashamed to to admit that it is a State road.

Many efforts have been made to impress you with the fact that this improvement should be made. You have had many letters begging for the improvement with no result and now speaking for myself, as well as all other residents living on the road we feel justified in demanding the improvement.

Respectfully yours,

W E Angle

W. E. Angle,

Walton, Oregon.

RECEIVED
AUG 11 1955
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
OCT 10 1955
FOR FILING

[illegible]
4508

October 7, 1955

Oregon State Highway Commission

Gentlemen:

On the Summary of Unfinished Business of September 23, item No. 11 pertains to protests from the residents of Walton regarding improvement of the Richardson-Eugene Secondary Highway, using calcium chloride. I advised you that Division Engineer Edwards would make an investigation, and you asked that I make a report as soon as the investigation was completed. Mr. Edwards has submitted his report. Briefly, it is as follows:

He conferred with Mr. Ivan R. Surcamp, postmaster at Walton, who more or less was the spokesman for the residents of Walton and the Walton area. The residents were not at all satisfied with the calcium chloride treatment, although Edwards reported that the road was not dusty. The main objection from the residents was the possibility of corrosion on the undercarriages of automotive vehicles, and they objected strenuously to its further use. They urged the construction of an oiled surfacing between Walton and Noti, a distance of nine miles, which carries a much heavier traffic volume than does the secondary highway west of Walton. Traffic counts indicate that the average daily traffic between Walton and Noti is approximately 500 vehicles, whereas traffic west of Walton decreases to 220 three miles west of Walton and to only 100 eight miles west of Walton. There is a large amount of log truck traffic between Walton and Noti.

In our present 1957 federal-aid program we have an approved project in the amount of $200,000 to grade the Richardson-Siuslaw River crossing section of this same highway. This is the most westerly portion of the Eugene-Richardson Secondary Highway and carries the least traffic. The $200,000 would grade only about a three-mile section, leaving a seven-mile section yet to be graded, and the ultimate cost of the grading, necessary bridges, surfacing, and pavement, would be approximately $1,600,000, so that it would be many years before any real value could be derived from grading of the three-mile section in the current program.

Mr. Edwards recommends, and I concur in such recommendation, that the $200,000 be reallocated to the Walton-Noti section, which would require some grade widening to meet federal standards and the placing of additional base rock and medium type (C-11) oil mat wearing surface. The estimated

RECEIVED
OCT 10 1955
FOR FILING

4508

October 7, 1955

Oregon State Highway Commission

Gentlemen:

On the Summary of Unfinished Business of September 23, item No. 11 pertains to protests from the residents of Walton regarding improvement of the Richardson-Eugene Secondary Highway, using calcium chloride. I advised you that Division Engineer Edwards would make an investigation, and you asked that I make a report as soon as the investigation was completed. Mr. Edwards has submitted his report. Briefly, it is as follows:

He conferred with Mr. Ivan R. Surcamp, postmaster at Walton, who more or less was the spokesman for the residents of Walton and the Walton area. The residents were not at all satisfied with the calcium chloride treatment, although Edwards reported that the road was not dusty. The main objection from the residents was the possibility of corrosion on the undercarriages of automotive vehicles, and they objected strenuously to its further use. They urged the construction of an oiled surfacing between Walton and Noti, a distance of nine miles, which carries a much heavier traffic volume than does the secondary highway west of Walton. Traffic counts indicate that the average daily traffic between Walton and Noti is approximately 300 vehicles, whereas traffic west of Walton decreases to 220 three miles west of Walton and to only 100 eight miles west of Walton. There is a large amount of log truck traffic between Walton and Noti.

In our present 1957 federal-aid program we have an approved project in the amount of $200,000 to grade the Richardson-Siuslaw River crossing section of this same highway. This is the most westerly portion of the Eugene-Richardson Secondary Highway and carries the least traffic. The $200,000 would grade only about a three-mile section, leaving a seven-mile section yet to be graded, and the ultimate cost of the grading, necessary bridges, surfacing, and pavement, would be approximately $1,600,000, so that it would be many years before any real value could be derived from grading of the three-mile section in the current program.

Mr. Edwards recommends, and I concur in such recommendation, that the $200,000 be reallocated to the Walton-Noti section, which would require some grade widening to meet federal standards and the placing of additional base rock and medium type (C-11) oil mat wearing surface. The estimated cost of this improvement, which would be nine miles in length, is $300,000, or $100,000 more than currently allocated to the Eugene-Richardson Secondary. We have, in Division No. 3 $400,000 in reserve which was originally intended to improve the existing Coos River Secondary Highway between Eastside and the Chandler Bridge over Coos River and to resurface and oil the same highway between the old Anegren Ferry site and Allegany. The resurfacing and oiling of the Anegren Ferry to Allegany Section has been performed as a state project; hence federal funds will not be required on this section. It is, therefore, recommended that $100,000 of the $400,000 in reserve be transferred to the Eugene-Richardson Secondary Highway and added to the $200,000 now allocated, making a total of $300,000, which I recommend to you be utilized in regrading, surfacing, and placing of oil mat surface treatment on the Walton-Noti section.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me 1g

DE

cost of this improvement, which would be nine miles in length, is $300,000, or $100,000 more than currently allocated to the Eugene-Richardson Secondary. We have, in Division No. 3 $400,000 in reserve which was originally intended to improve the existing Coos River Secondary Highway between Eastside and the Chandler Bridge over Coos River and to resurface and oil the same highway between the old Enegren Ferry site and Allegany. The resurfacing and oiling of the Enegren Ferry to Allegany Section has been performed as a state project; hence federal funds will not be required on this section. It is, therefore, recommended that $100,000 of the $400,000 in reserve be transferred to the Eugene-Richardson Secondary Highway and added to the $200,000 now allocated, making a total of $300,000, which I recommend to you be utilized in regrading, surfacing, and placing of oil mat surface treatment on the Walton-Noti section.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me lg

RECEIVED
AUG 30 1955
FOR FILING

S-[illegible]4 (5)

480

co

August 26, 1955

Members of the Highway Commission

Gentlemen:

I hand you herewith photocopies of several more letters that have been received concerning the condition of the Walton-Noti Section of the Richardson-Eugene State Secondary Highway, Lane County.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

NOTED
State Highway Engineer

REFERRED TO
BY SECRETARY

Aug 25, 1955

Dear Sirs,

Ref- to the road between Noti and Globe in Lane County on R.F.

The road down here is very bad and our traffic has doubled this year

There is a lot more logging opperation on the Siuslaw river And the dust is so bad everyone has to use head lights when meeting another car.

There is very little gravel on the roads.

The new stuff that was put on "1 mile" of expeiment road at Walton does not work and I know it was expensive

Why not put the money to good use and black top our road.

Sincerly
Mrs. Dorris Vaughn
Walton, Oregon

Walton, Oregon,
Aug. 25- 1955.

Dear Sirs-

I'm not in the habit of writing letters of complaint, but I do believe the condition of this road from Noti-West- certainly warrants the people out here telling you people up there how we feel about it.

I should think you would be ashamed to have such a road in the State of Oregon. We have paid taxes on it for a good many years. And aside from a little widening and a few patches of gravel- I can't see that it has been materially improved since it was first graded out and graveled nearly thirty years ago. Believe me we know- we've lived on this road all this time.

We out here wonder if you, and your wives and children had to travel this road- to get to Eugene for supplies and food, if you had to ride through fifteen miles of dust so thick you literally can't see out of your car, at times- we wonder if you wouldn't do some complaining, too.

Another thing, there have been anywhere from six to fifteen logging trucks making an average of three trips each, down through here every week day. If have ever met, or driven behind just one loaded logging truck, I'm sure you can see what we are having to contend with.

Would you please see that something is done about this part of the road?

Sincerely
Mrs. L. D. Montgomery.
Walton, Oregon

RECEIVED
AUG 26 1955
OREGON
STATE HIGHWAY COMMISSION

Walton, Oregon.
Aug. 25 - 1955.

Dear Sir -

I'm not in the habit of writing letters of complaint, but I do believe the condition of this road from Noti - West - certainly warrants the people out here telling you people up there how we feel about it.

I should think you would be ashamed to have such a road in the State of Oregon. We have paid taxes on it for a good many years. And - aside from a little widening and a few patches of gravel - I can't see that it has been materially improved since it was first graded out and graveled nearly thirty years ago. Believe me we know - we've lived on this road all this time.

We out here wonder if you, and your wives and children had to travel this road - to get to Eugene for supplies and food. if you had to ride through fifteen miles of dust so thick you literally can't see out of your car, at times - we wonder if you wouldn't do some complaining, too.

Another thing, there have been anywhere from six to fifteen logging trucks making an average of three trips each, down through here every week day. If have ever met, or driven behind just *one* loaded logging truck. I'm sure you can see what we are having to contend with.

Would you please see that something is done about this part of the road?

Sincerely
Mrs. L. D. Montgomery.
Walton, Oregon

RECEIVED
AUG 26 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 25 1955
FOR FILING

August 24, 1955

Members of the State Highway Commission

Gentlemen:

I thought you would be interested in the attached photo copies of letters that have been received from residents along the Richardson-Eugene Secondary Highway relative to the condition of this highway between Walton and Noti.

You will recall that the Commission at its last meeting authorized the placement of calcium chloride on a one mile unit of this section as a trial proposition, and the Commission also authorized the same treatment for the remainder of this ten mile section if the experiment proved satisfactory. The surfacing of this one mile section has been completed. Evidently the treatment is not satisfactory to the local residents.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock

COPIES TO COMMISSIONERS
+ Baldock 8/24/55

Aug 22/55

Walton Ore

The Road Commission

Look like it you would put oil or some thing would stay a while it would be a better deal this salt water you put on & soon as the road dried up a little sho dusty as ever & it certenly dosent help the wash board any at all Well they better do some thing or were all going to vote for Jelo & Cramsticint as they would try do some thing for or state road.

We hope you'll try get into doing some thing different

Elmore
Mrs Turcamp & others

COPIES TO COMMISSIONERS
+ Baldock 8/24/55

Walton, Oregon
August 21, 1955

State Highway Department
Salem, Oregon
Sirs:

This so called State Highway out here is a disgrace to the state and endangers the lives of many every day. To bad it is not a County road it would have been paved long ago.

Perhaps we can get a Democratic Commission in next term and can get something done about it.

COPIES TO COMMISSIONERS
H Baldock 8/24/55

Walton, Oregon
August 21, 1955

State Highway Department
Salem, Oregon
Sirs:

This so called State Highway out here is a disgrace to the state and endangers the lives of many everyday. To bad it is not a county road it would have been paved long ago.

Perhaps we can get a Democratic Commission in next term and can get something done about it

2.

This trial material that was put on is a waste of money and no better than plain old gravel.

In a report from the president of our country it was stated no Federal Aid had been put in for.

Why can't we have something done about this terrible road? If you had to travel over it as we do something would be done.

Sincerely,
Mrs. W. L. Richmond
Walton, Oregon

This trial material that was put on is a waste of money and no better than plain old gravel.

In a report from the president of our country it was stated no Federal Aid had been put in for.

Why can't we have something done about this terrible road? If you had to travel over it as we do something would be done.

Sincerely,
Mrs. W. L. Richmond
Walton, Oregon

Mr R. H. Baldock.
Salem Ore.

NOTED
State Highway Engineer

Dear Sir:

Received your letter stating amount of money nedessary to completely reconstruct road from Moti to Richardson I dont see whats holding you up. This Road has to be built sometime I don't see why you don't set it up and get at it There has been enuf money paid on PUC in this District to have made a road of Gold.

What have we received?
nothing but an occasional
scratch of the grader.
As far this Calcium
Chloride it is a fake.
perhaps it helps hold
dust a little but won't
stand up to these logging
trucks. people are
very dissatisfied with
such a pretense spending
that much money for a
short period of help.
what they want is a good
road and from their
indication they will stay
after it until they get it.
I have travelled over
the state considerable

and found no other
section of State highway
in such poor state.
It looks like of over
the 50 million paid
into the state yearly along
with federal help. and county
you would have only
$75000 to put out to
build this road so
lets get at it before.
people start voting
different palatics.

Sincerely
Ivan Suncamp
postmaster Walton Co.

RECEIVED
AUG 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Walton Ore.
Aug 24. 1955

Oregon State Hiway Comission.

I got your letter telling me a sweet lot of nothing. And promises that mean the same. Dont get the notion you are fooling this bunch of country folks any more. You say there's not enough money to fix our road. But you seem to find enough to build paralel roads on Hi-Way 99 all down the state and even enough to plant decorative trees along the same. Well our road is decorated to, with yellow dust. I dont lay the blame on the local road crew as you seem to imply I do. I know they can only do as much as you tell them too.

Mabe you think we can't read paper or get out of here and see the other roads you have and are building. I

As I for the dust control you put on up by the Walton Store. That much money spent in a little oil seems to me would have helped more, and for a longer time.

We have sat back and doped for long enough now we want to see some action. Please.

Did you hear about the young woman who hit the dug out hole about 2 Miles west of Noti and turned her station wagon over. The next one who does that might get Killed.

If youve got this far you may read a little farther and find out we have your names and are going to find out how you get your jobs and see what can be done about them. If we dont get some real action soon.

Just One of Many Legal Voters &

tax payers.

RECEIVED
AUG 25 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 25 1955
FOR FILING
S-234 (5)
4508

Salem, Oregon
August 24, 1955

Mr. E. A. Collier

Mr. Baldock has received several very nasty letters from people residing in the vicinity of Walton, following the application of calcium chloride on the one-mile section. Although these letters have not been answered, copies have been forwarded to the State Highway Commission.

If a purchase order has not been issued for the balance of the calcium chloride to treat the other eight-mile section, please have the Purchasing Division, Department of Finance, cancel our Purchase Request. If unable to cancel the Purchase Request, place the calcium chloride in storage, but do not apply it to the Richardson-Eugene Secondary Highway.

W. W. Stiffler

WWS:er

RECEIVED
AUG 26 1955
FOR FILING

FORM E-30X—50,000—10-54—7949

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
August 19, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

State Highway Engineer

Dear Sir:

On Thursday, August 11, we applied 5½ tons of pellet form calcium chloride to one mile of the gravel section of the Richardson-Eugene Highway at Walton.

The previous day, August 10, we put on 250 cubic yards of 3/4"-0 crushed rock on the section and followed this up with two 1000 gallon tanks of water and some blading. The next morning, August 11, four 1000 gallon tanks of water were added and the material processed back and forth with a motor grader until the moisture appeared to be evenly dispersed throughout the aggregate. This was then laid out to a uniform cross section and the calcium chloride applied with a Hall Sander. The first application was made using 2.75 tons per mile or roughly one 100 sack per station. In order to get this spread, it was necessary to drive the truck at a speed of 11 or 12 miles per hour. The spread pattern was not too uniform, being considerable heavier in the center 4' than out on the edges. The loose material, averaging about 1½" deep for the full width of 20', was processed back and forth about four times and then windrowed near the center. The second application, also at 2.75 tons per mile, was applied on the windrow and the material then rolled from one side of the road to the other before laying out. We felt that this method would provide more uniform dispersion of the calcium chloride than that employed during the first application. The calcium chlorate in the pellet form is very free-flowing and we had difficulty in preventing it from escaping over the roller and around the edges of the sander. It is possible that a tag-along sander, where the flow of the material can be controlled more readily through the small opening in the tail gate of the truck, might be a more satisfactory way of applying the chloride. The time required to open the sacks and apply the calcium chloride is relatively small. If much of this work is to be undertaken, it is suggested that not less than two and preferably three motor graders should be used. 5½ tons were used in the mile as this would have been the average application had we used a total of 50 tons on the nine miles.

NOTED
W. W. STIFFLER
NOTED
L.R. Chandler

After a week's observation, it appears that the results are fairly satisfactory. The road has a damp appearance morning and evening, drying out somewhat in appearance during the middle of the day. I would estimate that the dust condition has been reduced approximately 75%. At least, the store owner at Walton seems satisfied with the results. There is little change in the effectiveness of the calcium chloride during the week. If any change is noticeable, it is possible it might be slightly less effective than a week ago. We plan on applying an additional 1½ tons to the mile on Monday, August 22, to see if the added material will improve the results.

We spent $1046 on the project exclusive of the 250 cubic yards of rock. Of this amount, $650 was spent for calcium chloride. Unless the project is desired from the standpoint of experimentation, I would suggest that for the balance of the dry season, which is relatively short, we do not use any more calcium chloride, but operate the water wagon on a single shift basis. I believe this would be cheaper, for the short time remaining, than the application of calcium chloride for the remaining eight miles of road.

Very truly yours,

D. J. Sage
Dist. Maint. Supt.

DJS/ga

RECEIVED
AUG 2[illegible]5
FOR FILING

NOTED
State Highway Engineer

[illegible]lton.Oregon.

Aug.I9-55

Mr. R. H. Baldock. S-234 (1)
State Hy- Engineer.
Salem. Ore.

?

4808

Dear Sir.

In answer to your letter of Aug 9. in regard to the Noti-Walton road. will say,we. are not in the least , disappointed. in fact, we expected just such excuse.
We have had nothing but excuses. and maybe next year .now for twenty years. And it is that way all over this part of Oregon. Even in the City of Eugene., they have been building a new City Hall and County Cort house for I5 Years. And nothing has been done, but talk.
the State- County and City collects ten times as much money as they did I5 years ago.
but all that is done is holler for more money. plan to squeese a few more dollars out of the, all ready taxed, byond reason citizen.
Yet when we want our road repaired, excuses is all we get.
Yes even put your own obligation off, onto the Goverment, Why should the [illegible]overment have to pay for making us a few miles of country road?.
There is only one answer. Our committee has diceded that we need a complete change in State Goverment.
and we as a groupe, intend to just start working for that end.
and will not stop untill, we get it changed or somethingdone.
excuses wont go any lomger. one of your letters was read at our meetings, whare you stated it would cost three Million dollars to fix our road.
You know,and we know,that is only another excuse,,what did you intend to pave it with gold?
there is hundreds of contractors, right here in Oreg. which would be glad to get the job, at half that figure.
the dust setteling job you done, which you stated cost $900.00 a mile, was just waisted. which shows all you are doing, is experimenting. that you dont know road bulding.
and are just collecting the money off the people. doing nothing in return. only offering excusses . Thank you for your excuses.

Our Committee.

RECEIVED
AUG 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1955
FOR FILING

5-234 C

4508

4i
8/11/55

August 16, 1955

Mr. Ivan R. Surcamp
Postmaster
Walton, Oregon

Dear Mr. Surcamp:

Reference is made to your letter of recent date in which you call to the attention of the State Highway Commission a condition of the Richardson-Eugene State Secondary Highway between Noti and Richardson and ask the Highway Commission to improve this 19-mile section.

Your letter, with others on the same subject, was considered by the State Highway Commission at its last meeting. The Commission was informed that the cost to improve this 19-mile section is approximately $3,000,000. Such sum of money is not presently available, but the Commission is going to give the project further consideration, along with others of similar nature, when additional federal or state monies can be spared for the purpose. In the meantime, you will be interested to know that the Commission has authorized the Engineer to conduct an experiment on the road by surfacing a one-mile section with calcium chloride. This work will be done as soon as the material can be purchased and if the experiment proves successful, then it will be continued over the entire section between Noti and Walton, provided calcium chloride can be obtained. It is anticipated that the work will be completed this year.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc:
Mrs. Loy Kirk
Walton, Oregon

Mr. and Mrs. W. C. Johnson
Walton, Oregon

Walton Oregon
Aug 1, 1955

Mr R H Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We would appreciate anything you do to improve the road from Noti to Walton Oregon.

This stretch of road is in such terrible condition we are having trouble keeping tires on our car. We have a flock of laying hens and several calves to haul feed for. All of it must be hauled over this rough road.

The road is graded frequently but they just fill up the chuck holes with a little loose gravel and it doesnt last more than a couple of days.

Surely something could be done to remedy this situation.

Thanking you for any improvement you make.

Yours truly

Mr & Mrs W C Johnson

RECEIVED
AUG 2 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

Walton Ore.
July 25, 1955

State Highway Com.

Dear Sirs:

We wish to bring to your attention the very dangerious condition of the graveled & Dust roads in this district, From Noti to Mapelton over so called R. F. (Forgotten)

There are lots of logging trucks traveling this road and also many cars. Af course it is nessecary for the trucks to haul the logs out of here. And they pay heavy taxes for the right, so do we. There for it looks as if we should have some of that tax money spent out here to make the road safe for travel.

If you will look at the traffic

accident record you will find many accident on this road in the last few months. Some of them ~~fatto~~ in which some one was Killed. Now these were not because of careless, As many on pavement are, but due to the bad condition of this road.

Please drive over this route and see what we are faced with. Please come to Noti and drive west to Mapleton and I think you will see we realy need help in this problem.

Our Lane Co. court seems to have taken some of our R. F. tunnel money. Can this be leagle.

Mrs. Loy Kirk
Walton Ore.

RECEIVED
JUL 26 1955
OREGON
STATE HIGHWAY COMMISSIO

P.S. To be honest I think if you will take that drive, you will [illegible] some on the pavement from Mapleton.

Form 4024

Request to Repair Roads

United States Post Office

Walton Oregon
(Post Office and State) (Date)

Mr. R. H. Baldock

REFERRED TO
Stoffer
By State Highway Engineer
Please prepare answer

My dear Sir:

It is reported that roads under your supervision and covered by rural delivery service from this post office are in bad condition and urgently need attention.

It is a requirement of the Department that roads traveled by rural carriers in the performance of service shall be kept in passable condition for vehicles under ordinary conditions. It is my duty to inform you that the roads hereinafter specified should have attention without delay. Unless sufficient interest is shown in the service by the local road authorities and those benefited to keep the roads in good condition, the rural route may be amended so as to avoid the neglected roads, or, if this cannot be done, the discontinuance of service will have serious consideration.

I am required to report to the Department at the end of 30 days what action has been taken in the matter, with recommendation for appropriate readjustment of the route if the needed repairs have not been made.

Respectfully yours,

Ivan R. Suscamp
Postmaster

Route No: 73268

Location of Roads: Noti West to end af State Highway

Work needed: need resurfacing and oiling. Dust is so terrible from cars and trucks that you cannot pass them and have to stop in most cases when meeting them. Over

We have at the rate of one logging truck every [illegible] minutes 12 hrs a day over this road and see no Reason why the state has refused to do any Work on this road.

I am afraid that unless something is done on this Rte. or highway as it is suppose to be. people are going to get very much up in arms and perhaps a few offical will be hunting other way of subistance

RECEIVED
AUG 16 1955
FOR FILING

S-234 (8'

4508

August 16, 1955

Mr. Neil M. Martin
Walton, Oregon

Dear Mr. Martin:

Reference is made to your letter of August 10, 1955, in which you call to the Commission's attention the condition of the Richardson-Eugene State Secondary Highway and ask the Commission to remedy the condition.

This matter had the attention of the State Highway Commission at its meeting last week and in the discussion of the same, the Commission was advised that to properly improve this section of highway will cost approximately $3,000,000. The Commission does not have such sum available for such purpose at the present time, but will give the project consideration along with others of like nature when additional federal or state funds become available.

You will be interested to know that the Commission authorized temporaty improvement of a portion of the road between Noti and Walton if an experiment which the Commission is going to try out proves successful. The Engineer was authorized to surface a one-mile section of the road with calcium chloride. If such treatment proves successful, then the work will be continued throughout the entire length of this ten-mile section, if sufficient material can be obtained. It is planned to do the work this year, if possible.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

Walton, Oregon
August 10, 1955

State Highway Road Commission
Salem, Oregon

Dear Gentlemen:

This letter is in request to the State Highway Road between Noti and Richardson.

This road gets very dusty during the summer season and also gets very muddy and slick during the winter months. When it is so you know as well as I do that a serious accident could happen very easily.

A good number of the families in this in this district have purchased new automobiles this year and they hate to run them over such roads as we have out here.

It would be appreciated very much if something could be done to help the conditions of this highway.

Very truly yours

Neil M Martin

RECEIVED
AUG 12 1955
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 10 1955
FOR FILING

S-234 (J)

40A

August 9, 1955

Mr. Henry Carlile
Walton, Oregon

Dear Sir:

In response to your letter of August 8 relative to the condition of the road west of Noti, advise that we are, in the next few days, placing calcium chloride, a deliquescent salt, on a one-mile trial section in the vicinity of Walton to determine its action in laying the dust.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

cc Mr. W. W. Stiffler

RECEIVED
AUG 10 1955
FOR FILING

S-2
4505

Walton Ore
Aug 8 1955

R. H. Bladock
Salem
Ore

Dear Sir

Am writing in reguard to the road west of Noti and as there has been two near accidents in our own family and several in our neighbor was wondering if the Department couldnt do something to improve the existing conditions. There are so many trucks that the rough road and dust are really hazardous at times. Several places are too narrow for trucks and cars to be meeting and the trucks have caused a place about 9 inches deep on a curve that several have hit in

RECEIVED
AUG 10 1955
FOR FILING

the dust - including ourselves, and it is terrible. The high way department have since put up a "slow" sign

We bought a new car the day before christmas and have ruined 2 tires got our windshield and window broken from flying rocks besides having the paint all chipped.

It is almost impossible to pass a car or truck in safety before hitting the pavement at Noti. The county has been oiling roads in the vicinity that has less travel than this one and we feel that there should be enough revenue coming from this section to warrant a better road. There has been no money spent on this part for years, we

RECEIVED
AUG 10 1955
FOR FILING

S-2

4568

feel we should be considered for road improvement beings a great deal of revenue comes from here.

Sincerely
Henry Carlile
Walton
Ore

RECEIVED
AUG 10 1955
FOR FILING

S-234 (c)

4565

August 9, 1955

Mr. Ivan R. Surcamp
Walton, Oregon

Dear Sir:

In response to your letter of August 4 relative to the condition of the road through Walton, advise that we are in the next few days placing calcium chloride, a deliquescent salt, on a one-mile trial section in the vicinity of Walton to determine its action in laying the dust.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

RECEIVED
AUG 10 1955
FOR FILING

S-234 (8)

4565

August 9, 1955

Mr. Ivan R. Surcamp
Walton, Oregon

Dear Sir:

In response to your letter of August 4 relative to the condition of the road through Walton, advise that we are in the next few days placing calcium chloride, a deliquescent salt, on a one-mile trial section in the vicinity of Walton to determine its action in laying the dust.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

Walton, Ore.
Aug. 4, 1955

Mr R. H. Baldock
Salem Ore.

Dear Mr Baldock.

Thanks for the immediate reply to my letter.

I realize that new contruction is the only way for correct repair to this highway. therefore I don't see why it isnt set up for so much each year and make it wide enuf rightaway for a future 4 lane

---

f August 2 relative
oti and Mapleton,
placing calcium
-mile trial section
its action in laying

y yours,

dock
way Engineer

and in the proper
place for permanent.
You have surveys on
this which should
fill the bill for that.
as you know the
logging truck traffic
is terriffic over this
Road at present and
will continue to be.
For present I
would think if you
were to to a sprinkler
or here and grader with
one man to take care
of this end of road
you could very readily
keep down dust and

f August 2 relative
oti and Mapleton,
s placing calcium
e-mile trial section
its action in laying

ly yours,

ldeck
ghway Engineer

RECEIVED
AUG 10 1955
FOR FI

keep road in much better condition.
Also Brush is Bad in some places.

Hoping you will find it possible to do something about it soon. and make arrangements for future construction.

Sincerely
Ivan R. Suscamp

ative
on,
ium
ection
laying

RECEIVED
[illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1955
FOR FILING

5-234 (1)

4508

August 9, 1955

Mrs. Troy L. Harris
Walton, Oregon

Dear Mrs. Harris:

In response to your letter of August 2 relative to the condition of the road between Noti and Mapleton, advise that we are in the next few days placing calcium chloride, a deliquescent salt, on a one-mile trial section in the vicinity of Walton to determine its action in laying the dust.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

Walton Oregon
August 2, 1955

Dear Sir.

This road that is called a state highway from Noti to Mapleton is a menace to the public there has been at least 8 or 9 wrecks and when you meet a car its so dusty that you can't see if there are cars meeting you or not.

We have so many Logging Trucks on the road that the dust hardly has time to settle. We understood that we were to have a oiled road this way and they would start in July but we've never seen them yet working.

I have a small son and every time I take him to town I wonder if I'll get him home safe or not.

The people that live where there are paved roads don't seem to realize the problem that the people have that have to drive on gravel roads. They seem to think that we shouldn't

ive
at
a
vi-

RECEIVED
AUG 1 1955
FOR

complain but if you would put there in our place and they would have to endanger there childrens life to take them just to town on this road I believe even you would complain too. Besides being hazards it is also unhealthy to breath.

Your Truly

Mrs Troy L. Harre

P.S. I hope you can give this your immediate attention.

Thank you

RECEIVED
AUG 3 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 10 1955
FOR FILING

S-234 (8)
4808

August 9, 1955

Mr. Eugene Dibble
Walton, Oregon

Dear Sir:

In response to your letter of August 1 relative to the condition of the road through Walton, advise that we are in the next few days placing calcium chloride, a deliquescent salt, on a one-mile trial section in the vicinity of Walton to determine its action in laying the dust.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

RECEIVED
AUG 10 1955
FOR FILING

S-234 (P)

4805

August 9, 1955

Mr. Eugene Dibble
Walton, Oregon

Dear Sir:

In response to your letter of August 1 relative to the condition of the road through Walton, advise that we are in the next few days placing calcium chloride, a deliquescent salt, on a one-mile trial section in the vicinity of Walton to determine its action in laying the dust.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

RECEIVED
AUG 10 1955
FOR FILING

3-234 (8

4805

[redacted]

RECEIVED
AUG 10 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Walton Oregon
Aug 1-55

Dear Sir.

Would you please use your influance to see if you could do any thing a bout improving the road a long this road. There is so much dust and is so dusty when those big old logging trucks go along and also when one drive in a car very fast one can't see a thing for several minutes. There have been two accidents out this way latily.

Hope something can be done.

Yours truly.
Eugene Dibble. Tax Payer.

RECEIVED
AUG 10 1955
FOR FILING

[illegible]

1505

August 9, 1955

Mrs. Rosa Huff
Walton, Oregon

Dear Mrs. Huff:

In response to your communication of August 5, advise that the Noti-Walton road is one of the secondary highways that we have not yet been able to rebuild. It will take a great deal of money to build this road to a condition to withstand heavy truck traffic and must wait until funds are available. This will depend largely on Congressional appropriations. There will be no road bill this year, as you have probably read in the papers. In the meantime, we will try covering a mile with calcium chloride to see whether this will lay the dust in a satisfactory manner.

With reference to your taxes, please be advised that roads are built with road-user taxes and not with property taxes.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

W[illegible]on Oregon
August 5 I955

Dear Mr Baldock.

I live on the Penn road near Walton Oreg. I am verymuch concerned about our Highway between Noti and Walton.

It is so narrow- so meny curves and the loging trucks travels so fast they come down hill from Walton fast so they can make Badger mountian in high.

Yesterday morning Mr Earl Bridwell and his I2 year Son was crowded in a ditch. Yesterday after noon Mr Clyde Stafford- Mrs Goldie Armstrong and myself was crowded in the ditch the fenders of our car was bent and my hip hurt some.

Mr & Mrs Johnson was crowded off a while back. last Winter our highschool Bus and a loging truck met on the narrow place as I understand they finley had to one of them back up.

As we all know the Fogg is bad at that timeof morning. Now I work in a School I just compleated my Ioth Year as a cook. in Eugene Oreg.

We are told in every meeting to protect our Children in every way- safety in having good safe buildings - good refrigation all the sanation and I feel as though we should by allmeans have a safe transpertation the Highway above. all for School Buss

I for one do not want to see a tradegy before we as a State wake up.

We shure pay enough Taxes to state. Our property tax goes up every Year.

I see in the paper that our State income tax is to go up. Taxes on gass is to go up .

can any thing be done about this ? if not Why not ? as aproperty owner I would like to know.

We had an accident that caused a Ladies life a loging truck and their car had the accident at star camp. Last May

I was undre the imperssion that there was money approriated to help fix this highway I would like to see something done about saving Childrens lives as well as adults.

Very truly yours,

Mrs Rosa Huff

Walton Oregon

Mrs Rosa Huff

RECEIVED
AUG [illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1955
FOR FILING

S-234 (8)

4-08

August 9, 1955

Mr. M. L. Winsworth
Walton, Oregon

Dear Sir:

In response to your communication of August 2, advise that the Noti-Walton road is one of the secondary highways that we have not yet been able to rebuild. It will take a great deal of money to build this road to a condition to withstand heavy truck traffic and must wait until funds are available. This will depend largely on Congressional appropriations. There will be no road bill this year, as you have probably read in the papers. In the meantime, we will try covering a mile with calcium chloride to see whether this will lay the dust in a satisfactory manner.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

RECEIVED

Walton, Ore.

R. F. Baldock. Aug 2, 1955.

Salem, Ore.

Dear Sir: Three years ago I came to this location on Cat Creek three miles above Walton from San Diego to retire and was assured the money was already reserved to oil highway F from Noti on west, but I am still riding over a gravel road full of holes filled with loose gravel by the grader now and then. The seven miles to Noti where the gravel meets the oil has done more damage to my car and wore out more tires in 3 years than 10 years at San Diego with five times more driven miles each year. Some places a gravel road can be maintained in decent shape but this one is used to haul logs over and is full of chuck holes 3/4 of the time.

We have waited patiently thinking it

advise
ys that
eat deal
heavy
This

ave prob-
overing
y the

l that
y taxes.

RECEIVED
AUG 10 1955
FOR

S.2

45

would be oiled by next year. Now we
demand something be done to the road.
The road base is good enough for two
lanes as far as Walton to oil except
for three or four short curves to
change. We can get up a petition with
plenty of names if necessary. We also
know it takes money but our taxes
have been rolling into the state
for 50 years around here and we
have only part of one good road
and we think it is time to complete
one road at least.

Respt.
M L Wineworth
Waton Ore.

vice
hat
deal

prob-
ing

t
ss.

RECEIVED
AUG
STATE H ER

RECEIVED
AUG 10 1955
FOR FILING

S-234 (1)

4866

August 9, 1955

Mr. Clyde Stafford
Walton, Oregon

Dear Sir:

In response to your communication of August 5, advise that the Noti-Walton road is one of the secondary highways that we have not yet been able to rebuild. It will take a great deal of money to build this road to a condition to withstand heavy truck traffic and must wait until funds are available. This will depend largely on Congressional appropriations.

There will be no road bill this year, as you have probably read in the papers. In the meantime, we will try covering a mile with calcium chloride to see whether this will lay the dust in a satisfactory manner.

With reference to your taxes, please be advised that roads are built with road-user taxes and not with property taxes.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

RECEIVED
AUG 10 1955
FOR FILIN

S-234

4PM

Walton Oregon
Aug 5 I955

Mr R. H. Baldock.
State HY Engineer

Dear Sir.

Am writing you in regard to our road from Noti to Walton, and on to long Bell Mill. This road is extremily dangerous at least 60% of the way. crooked - sharp blind turns. curved most of the time, has about 4 in of loose gravel-a ditch on one side and a high embacment on the other side part of the way. There is a lot of heavy travel over this road A lot of heavy logging trucks over it every day. You take your life in your own hands every time you go to Town. there is a quite a lot of work being done on this road. But most of it is just money throwed away. There has been enough money spent on this road in the last five years to of straightened and paved it. it is very little differint than it was in I925 when I first came to Lane Co. Our Taxes has raised at least 80 %and what have we got for it? (nothing)this road has been survayed in at least a dozen different routes through here . less have a road. and donthand all the money to the survayer's then throw the plans in the waste paper basket. and ,next year, the same thing over . that dont give us tax payers a safe road to drive over. but I suppose it will be t the same thing next yeas. We will fix it, untill there is a school Bus smashed to pieces with a lot of deaths and serious accidents. Let us have a road and not so much talk.

Veer Truly Yours,

Clyde Stafford

Clyde Stafford
Walton Ore.

RECEIVED
AUG 10 1955
FOR FILING

S-234 (8)

4808

August 9, 1955

Mr. Wayne Robertson
Walton, Oregon

Dear Sir:

In response to your letter of August 4 relative to the condition of the road between Walton and Noti, advise that we are in the next few days placing calcium chloride, a deliquescent salt, on a one-mile trial section in the vicinity of Walton to determine its action in laying the dust.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

RECEIVED
~~JU~~ AUG 10 1955
FOR FILING

S-234 (N)

4808

August 9, 1955

Mr. Wayne Robertson
Walton, Oregon

Dear Sir:

In response to your letter of August 4 relative to the condition of the road between Walton and Noti, advise that we are in the next few days placing calcium chloride, a deliquescent salt, on a one-mile trial section in the vicinity of Walton to determine its action in laying the dust.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:lg

Walton Ore. 8 - 4 - 55

Oregon State Highway Dpt.,
Salem, Ore.

Gentlemen:

I wish to call your attention to a serious condition we have on the Richardson Eugene highway.

It is always rough, & causes heavy expense on car upkeep. But our serious trouble now is dust. The heavy trafic of log trucks roll up a dust screen that makes driving very dangerous.

I use the road mostly from Walton to Eugene, & have, after meeting a truck, stoped my car & put the lights on, because I couldn't see, but this is not safe, some one may be trying to pass the truck. It does no good to stop & wait for dust to clear, for another truck will come threw any minute.

It is sure to result in some head on crashes.

If it is not possible to start permanent construction we ask for oil to stop the dust. Every mile of oil from the pavement at Noti west would be a great help.

Very truly yours,
Wayne Robertson,
Walton, Ore.

RECEIVED
AUG 3 - 1955
FOR FILING

S-234 (8)

4-65

August 2, 1955

Mr. and Mrs. W. C. Johnson
Walton, Oregon

Dear Mr. and Mrs. Johnson:

As the result of prior requests from residents in the vicinity of Walton, Mr. Baldock is making a report to the Highway Commission for its consideration on August 11 as to further improvements to the Richardson-Eugene Secondary Highway between Noti and Richardson.

Following the Commission meeting, Mr. Glaisyer, Secretary, will advise you and the other correspondents as to what action has been taken.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. M. Stiffler
Assistant State Highway Engineer

WMS:er
cc Mr. H. B. Glaisyer

Walton Oregon
Aug 1, 1955

Mr R N Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We would appreciate anything you do to improve the road from Noti to Walton Oregon.

This stretch of road is in such terrible condition we are having trouble keeping tires on our car. We have a flock of laying hens and several calves to haul feed for. All of it must be hauled over this rough road.

The road is graded frequently but they just fill up the chuck holes with a little loose gravel and it doesn't last more than a couple of days.

Surely something could be done to remedy this situation.

Thanking you for any improvement you make. Yours truly

Mr & Mrs W C Johnson

RECEIVED
AUG 2 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

RECEIVED
AUG 3 - 1955
FOR FILING
[illegible]

4508

August 2, 1955

Mr. Stanley Kolpak
Box 79
Winston, Oregon

Dear Mr. Kolpak:

With reference to your communication of July 27 addressed to the Honorable Paul Patterson, Governor of the State of Oregon, and his reply to you under date of July 29, advise that the state highways of Oregon are built with road-user funds. If provision for bicycle paths were to be included in the construction of highways, such should be paid for from the General Fund of the State because there is no way to recover from the users of bicycles the cost incident thereto. The problem is therefore one for the state legislature and not the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Governor Patterson

RHB:lg

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

PAUL PATTERSON
GOVERNOR

July 29, 1955

Mr. Stanley Kopak
Box 79
Winston, Oregon

Dear Mr. Kolpak:

Thank you for your letter of July 27th regarding the highways of Oregon.

I appreciate receiving your suggestion and I am taking the liberty of calling it to the attention of Mr. R. H. Baldock, State Highway Engineer, who will be able to provide you with the information you requested.

Sincerely yours,

PAUL PATTERSON

Governor

P:M

cc: Mr. R. H. Baldock
State Highway Engineer

RECEIVED
AUG 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

RECEIVED
AUG 3 - 1955
FOR FILING

S-234

4805

Salem State House
Salem, Oregon
July 27, 1955

Dear sir;

I would like you to try and help me on this question.

I'm wondering why Oregon hiways do not have a three to six feet place for children to ride their bicycles

That way there would be less accidents and would also be very convienent for us kids

Thank you
Stanley Kolpak

cc Commissioners
Mr. M. E. Glaisyer
Mrs. Florence Surcamp
Mrs. Loy Kirk

WWS:er RHB:hi

RECEIVED
AUG 3 - 1955

FOR FILING

S-234 (1)

4205

7

July 29, 1955

Mr. Ivan E. Surcamp
Postmaster
Walton, Oregon

Dear Sir:

Reference is made to your recent letter and one from Mrs. Florence Surcamp, dated July 19, also one from Mrs. Ivy Kirk under date of July 25, all residents of Walton, relative to the need for improvements to the Richardson-Eugene Secondary Highway, especially the 19-mile section between Noti and Richardson, which is an unoiled macadam. You are, of course, aware that the 12 miles between Richardson and a junction with the Siuslaw Highway is a county road under the jurisdiction of Lane County.

A report received yesterday from Vern Caldwell, our Section Foreman at Veneta, reports that the road is dusty, but, otherwise, all that can be expected of an untreated macadam road at this season of the year. The recent rains will enable us to blade and smooth up the road, which will materially improve it temporarily.

Due to the volume of heavy truck traffic, both logging and lumber, the only permanent solution to the problem is complete reconstruction with a heavy base and pavement sufficient to carry the heavy loads.

Reconstruction of this highway is a problem common to all secondary highways. Federal and state funds for improvements or reconstruction of such secondary highways are quite limited and are insufficient to overcome all of the deficiencies on both the primary and secondary highways.

I will bring your letter to the attention of the State Highway Commission at its meeting next month, after which the Secretary will advise you of the action taken.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Commissioners
Mr. H. B. Glaisyer
Mrs. Florence Surcamp
Mrs. Ivy Kirk

WWS:er RHB:hi

Form 4024

REQUEST TO REPAIR ROADS

United States Post Office

C
O
P
Y

Walton Oregon
(Post Office and State) (Date)

Mr. R. H. Baldock

My dear Sir:

It is reported that roads under your supervision and covered by rural delivery service from this post office are in bad condition and urgently need attention.

It is a requirement of the Department that roads traveled by rural carriers in the performance of service shall be kept in passable condition for vehicles under ordinary conditions. It is my duty to inform you that the roads hereinafter specified should have attention without delay. Unless sufficient interest is shown in the service by the local road authorities and those benefited to keep the roads in good condition, the rural route may be amended so as to avoid the neglected roads, or, if this cannot be done, the discontinuance of service will have serious consideration.

I am required to report to the Department at the end of 30 days what action has been taken in the matter, with recommendation for appropriate readjustment of the route if the needed repairs have not been made.

Respectfully yours,

Postmaster
/s/ Ivan R. Surcamp

COPY

Route No: 73268
Location of Roads: Noti West to end of State Highway
Work needed: Need resurfacing and oiling. Dust is so terriffic from cars and trucks that you cannot pass them and have to stop in most cases when meeting them.

We have at the rate of one logging truck every 4 minutes 12 hrs a day over this road and see no reason why the state has refused to do any work on this road.

I am afraid that unless something is done on this Rte. or highway as it is suppose to be, people are going to get very much up in arms and perhaps a few official will be hunting other way of subsistance

Walton, Oregon
July 25, 1955

State Highway Com.

Dear Sirs:

We wish to bring to your attention the very dangerous condition of the graveled and dust roads in this district, from Noti to Mapelton over so called R.F. (Forgotten).

There are lots of logging trucks traveling this road and also many cars. Of course it is necessary for the trucks to haul the logs out of here, and they pay heavy taxes for the right, so do we. Therefore it looks as if we should have some of that tax money spent out here to make the road safe for travel.

If you will look at the traffic accident record you will find many accidents on this road in the last few months. Some of them in which someone was killed. Now these were not because of careless, as many on pavement are, but due to the bad condition of this road.

Please drive over this route and see what we are faced with. Please come to Noti and drive west to Mapleton and I think you will see we really need help in this problem.

Our Lane Co. court seems to have taken some of our R.F. tunnel money. Can this be leagle.

Copy

Mrs. Loy Kirk
Walton, Ore.

P.S. To be honest I think if you will take that drive, you will go home on the pavement from Mapleton.

Walton, Ore.
July 19, 1955

Road Commisioners

COPY

Dear Sir:

I am writing about our roads out here, there just terrible I wish some of these road commissioners had to use them, there so much dust that you can't see for miles. The road is all washboard that the car can't stay on the road. We've had about 10 or more wreck in about 2 weeks.

The travel is very heavy and so much traveling on it that I don't see why they can't do something about it, as some one going to get killed yet, as you can't be to careful on it every other road in the County get some work done on it, this is the Rte F and they talk about doing something but they said it cost too much money to build a tunnel if only they would oil it or do something it would help matters.

We own the store here and the dust is so great that we can't keep anything clean at all and so much sickness and I think its cause from this dust so wish you Road Commissioners would look into this matter. I'd thank you a lot if they could do something here.

Walton Store

/s/ Mrs Florence Surcamp

RECEIVED
AUG 1 - 1955
FOR FILING

C 234 (8)

4808

7. 29- 55
Ivan Surcamp
Walton, Ore.

July 29, 1955

Oregon State Highway Commission

Gentlemen:

Attached hereto are copies of letters from the Postmaster and other people at Walton which are self-explanatory.

The cost of improving this 19-mile section is approximately $3 million. Suggest they be advised that there is no money at present and, if and when additional federal funds or state funds are made available, consideration will be given to this project as well as others of like nature over the state.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.
cc Mr. W. W. Stiffler

4-i,

RECEIVED
AUG 15 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Maint
Cond Comp.

July 29, 1955

Oregon State Highway Commission

Gentlemen:

Attached hereto are copies of letters from the Postmaster and other people at Walton which are self-explanatory.

The cost of improving this 19-mile section is approximately $3 million. Suggest they be advised that there is no money at present and, if and when additional federal funds or state funds are made available, consideration will be given to this project as well as others of like nature over the state.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.
cc Mr. W. W. Stiffler

(End Oil) Noti - Walton 9 Miles
Walton - Richardson 10 "
19 Miles @ $150,000/Mile - $2,850,000

NOTED
W. W. STIFFLER

agenda

RECEIVED
JUL 22 1955
FOR FILING

S-2-4 [illegible]

4AG

July 21, 1955

Mrs. Florence Surcamp
c/o Walton Store
Walton, Oregon

Dear Mrs. Surcamp:

Your letter of July 19, directed to the Road Commission, Courthouse, Salem, Oregon, regarding the conditions of the state highway at Walton, has been referred to the State Highway Department. I am handing it to the State Highway Engineer, Mr. R. H. Baldock.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: R. H. Baldock

ACKNOWLEDGED
H. B. GLAISYER

Walton Ore
July 19/53

Rood Commersion
Dear Sir.
I am writing about our
Roads out here, there just
terrible I wish some of these
Rood ~~ms~~ Commerssion
had to used them, there
so much dust that you
cant see for miles & the road
is all wash board that the car
can't stay on the road, we've
had about 10 or more wreck
in about 2 weeks.
The travel is very heavy &
so much trucking on it, that
I dont see why they cant do
some thing about it, as some
one going to get killed yet, so
you cant be to careful on it

every other road in the County
get some work done on it, this
is the Rt F & they did talk
about doing some thing but
they said it cost to much money
to build a tunnel if only they
would oil it or do something
it would help matters.
We own the store here & the
dust is so great that we cant
keep any thing clean at all
& so much sickness & clothing
its cause from this dust
So wish you Road Comm
would look into this matter
& thank you a lot if they
could do some thing here
Walton store Mrs Clarence
Leucamp

[illegible] Ore.
July 19, 1955

Road Commissioners

Dear Sirs,

I am writing about our roads out [illegible], there just terrible. I wish some of these road commissioners had to use them [illegible] so much dust that you can't see for miles. The road is all washboard that the car can't stay on the road, we've had about 10 or more wreck in about 2 weeks.

The travel is very heavy and so much traveling on it that I can't see why they can't do something about it, as some one going to get killed yet, as you can't be to careful on it every [illegible] get some work on this road in the [illegible] F and they done on it, this is [illegible] talk about doing something but they said it cost to much money to build a tunnel if only [illegible] could [illegible] it or do something it would help matters.

We own the [illegible] here and the dust is so great that we can't keep anything clean, at all and so much sickness and I think its come from this dust. we wish you road commissioners would look into this matter. I'd thank you alot if they could do something here.

Walter Store

Mrs Florence Surcamp.

F-155(5) McKay Cr. Bridge & Tutuilla 1956
Cr. Bridge widening.
#4209

RECEIVED
1957
FILING

File

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 25, 1957

F-155(5)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4809	9 Final	Rogers Construction Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24527	H195159	$ 1,791.17	10-25-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 110 workdays from 9-28-56

Time Extensions: None

Completion Date: July 31, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 28, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: 1957

NOTED ON CARD
em

RECEIVED
1957

File

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 25, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4809	9 Final	Rogers Construction Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24527	H195159	$ 1,791.17	10-25-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 110 workdays from 9-28-56

Time Extensions: None

Completion Date: July 31, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 28, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

RECEIVED
SEP 26 1957
FOR FILING

[illegible]

[illegible]

Sept. 25, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attention: Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 4809 for McKay Creek Bridge and Tutuilla Creek Bridge widening, on the No. Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County was completed by the contractor, Rogers Construction Co., on July 31, 1957, and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $1,791.17 will be released to the contractor on or after October 5, 1957. The total contract amount is $59,145.80, of which amount $444.26 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em
cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

em

ECEIVED
AUG 16 1957
FOR FILING

48[illegible]

August 15, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Sheridan J. McCarthy

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Company in connection with Contract No. 4809, for McKay Creek Bridge and Tutuilla Creek Bridge widening on the N. Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County. This payment, in the amount of $3,831.15, will be released to the contractor on or after August 26, 1957. The retained percentage is $1,773.85.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em
cc:
Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
em

RECEIVED
OCT 19 1956
FOR FILING

F-[illegible]

4[illegible]

October 9, 1956

Rogers Construction Company
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4809, which was awarded to you by the State Highway Commission on September 18, for constructing McKay Creek Bridge and widening Tutuilla Creek Bridge on the North Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 21 1956
FOR FILING

F-155 (5)

4809

September 18, 1956

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission on July 13, 1956, accepted your proposal for McKay Creek Bridge and Tutuilla Creek Bridge widening on the Pendleton-John Day Highway in Umatilla County for the sum of $39,800.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4809.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

The date set for the completion of the project will be automatically extended in conformity with the revised specifications.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:esm
Encl.

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att.: Dorothy McCormack

R. G. Savage
Tom Edwards
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

RECEIVED
SEP 13 1956
FOR FILING
F-155 (5)

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 16, 1956
11:20 A. M.

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Contract for McKay Creek Bridge and Tutuilla Creek Bridge Widening on the Pendleton-John Day Highway in Umatilla County for which you submitted low bid on July 13, 1956, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

RECEIVED
SEP 13 1956
FOR FILING

F-155(5)

4617

September 10, 1956

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

RE: McKay Creek, Tutuilla Creek
Bridge F.A.P. Ore. F-155(5)

On July 13, 1956 the Highway Commission accepted the low bid of Rogers Construction Company in the amount of $59,800.00 for this project and instructed the engineer to award the contract to said bidder when certain matters pertaining to rights-of-way had been cleared.

All rights-of-way for the project have been acquired. We propose to award the contract to Rogers Construction Company as of this date. May we have your concurrence on the award of this contract.

Very truly yours,

W. C. Williams
State Highway Engineer

GAG/kcs

File

RECEIVED
JUL 9 1956
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT F-155(5)

1809

03-35

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 27, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-155(5) North Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway (Structures).

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JUL 5 1956
OREGON
STATE HIGHWAY COMMISSION

F-326(2) Horseshoe Bend-Gwynn Under- 1956
crossing Unit, Juntura-Vale
#1810 Sec. of Central Oreg. Hwy.

FOR FILING

June 27th, 1958

FINAL COST ANALYSIS

Horseshoe Bend-Gwyn Undercrossing Section
Contract #4810

C. E. Leseberg, Contractor
Keats Oliver, Resident Engineer

Central Oregon Highway
Prefix 23-1071

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$3,000		$ 2,180.05	$ 3,000.00
Drain Excav., Unclass.	495.24	Cu. Yd.	3.00	2.55	1,264.85	1,485.72
General Excav., Unclass.	52,980.5	" "	0.48	0.608	32,261.64	25,430.64
Short Overhaul	108,013.2	Yd. Sta.	0.015	0.019	2,029.92	1,620.20
Long Overhaul	1,401.2	C-Yd. Sta.	0.40	0.504	706.97	560.48
Finishing R/B & Slopes	2.48	Mile	500.00	585.64	1,452.39	1,240.00
Rounding Cutbanks	1,400	Lin. Ft.	0.20	0.251	351.51	280.00
12" Corr. Metal Pipe	1,114	" "	2.75	3.21	3,586.14	3,063.50
18" " " "	276	" "	3.75	4.42	1,220.91	1,035.00
24" " " "	68	" "	6.50	7.50	510.15	442.00
36" " " "	46	" "	14.00	13.66	628.47	644.00
12" Metal Tide Gate	1	Each	35.00	46.34	46.34	35.00
Salvaging Culvert Pipe	30	Lin. Ft.	2.00	1.79	53.80	60.00
** Class "A" Concrete	52.74	Cu. Yd.	80.00	80.00	4,219.50	4,219.50
** Metal Reinforcement	8,775	Lb.	0.15	0.15	1,316.25	1,316.25
** Concrete Catch Basins	6	Each	40.00	40.00	240.00	240.00
** Concrete Manhole	1	"	200.00	200.00	200.00	200.00
*** Metal Sight Posts	74	"	2.48	2.48	183.52	183.52
*** Metal Guard Rail	2,832	Lin. Ft.	2.45	2.45	6,938.40	6,938.40
Loose Riprap	681.66	Cu. Yd.	3.00	1.86	1,269.77	2,044.98
Coarse Cr. Material in Base	13,654.5	" "	1.90	1.77	24,134.28	25,943.55
3/4"-0 Material in Base	2,933.5	" "	2.50	2.31	6,777.66	7,333.75
Sprinkling	251	M/Gal.	2.00	2.56	640.43	502.00
* Preparation of Base	100%		500.00	622.59	622.59	500.00
* 3/4"-0 in Binder	290	Cu. Yd.	4.00	2.87	832.07	1,160.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
MC-2 Asphalt in Binder	45.31	Ton	$55.00	$49.83	$ 2,258.12	$ 2,492.05
* Asphalt Concrete Mixture in Patching	604.72	"	5.85	5.10	3,084.07	3,537.61
Asphaltic Concrete Mixture	6,599.22	"	5.85	4.87	32,159.51	38,605.44
* 85-100 Asphalt in Mixture	408.21	"	42.00	40.64	16,591.45	17,144.82
RS-1 Asphalt in Tack Coat	1.11	"	60.00	48.91	54.37	66.60
* Ex. for Asphaltic Concrete Approaches	8	Each	40.00	22.26	178.13	320.00
* Furnish & Place Aggregates	575	Cu. Yd.	4.00	2.86	1,649.66	2,300.00
* 150-200 Asphalt in Shoulder Oiling	42.89	Ton	50.00	49.17	2,109.19	2,144.50
* RS-1 Asphalt in Shld. Oiling	11.58	"	55.00	54.57	631.98	636.90
PA #1, 1¼"-3/4" Aggregate in Stockpile	40.2	Cu. Yd.	2.50	1.58	63.51	100.50
PA #1, ½"-¼" Aggregate in Stockpile	45.7	" "	2.50	1.58	72.20	114.25
PA #1, ¼"-#10 Aggregate in Stockpile	687.3	" "	2.50	1.58	1,085.93	1,718.25
PA #1, 3/4"-½" Aggregate in Stockpile	199.9	" "	2.50	1.58	315.84	499.75
Force Account (State's Share of Flagging Cost)					767.77	767.77
Liquidated Damages	8	Days	125.00			- 1,000.00
					$154,689.34	$158,926.63

* Work done all or part by Russell Olson.
** Work done all or part by George Rener.
*** Work done all or part by McWaters

	Gross Revenue	Total Cost	Profit	% Profit
C. E. Leseberg	$103,749.28	$101,727.22	$2,022.06	1.9%
Russell Olson	55,177.35	52,962.12	2,215.23	4.0%
	$158,926.63	$154,689.34	$4,237.29	2.66%

Detail of Cost
C. E. Leseberg

Labor:

Labor and Supervision	$31,010.68	
Labor Insurance	2,794.08	
		$ 33,804.76

Materials:

12" Corr. Metal Pipe	1,114 Lin. Ft. Incl. Bands	$ 2,358.86	
18" " " "	276 " " " "	823.65	
24" " " "	68 " " " "	357.70	
36" " " "	46 " " " "	462.24	
12" Tide Gate		33.72	
			4,036.17

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	$31,471.62	
Hired Equipment	5,363.68	
Gas, Oil and Grease	5,442.75	
Small Tools & Misc. Supplies	619.70	
Powder & Caps	1,274.92	
P.L. & P.D. Insurance	950.21	
P.U.C. Fees	744.14	
Freight & Cartage	2,309.84	
Bond	888.48	
Home Office & General Overhead	1,728.40	
		50,793.74

Paid to Geo. Rener for Items 14-15-16-17	5,447.45
Paid to McWaters for Items 18-19	7,645.10
Total Cost	$101,727.22

Detail of Cost
Russell Olsen

Labor:

Labor and Supervision	$12,606.81	
Labor Insurance	964.69	
		$13,571.50

Materials:

MC-2 Asphalt	45.31	Tons at	$26.75	$ 1,212.05	
Freight on MC-2 Asphalt	45.31	" "	15.09	683.66	
85-100 Asphalt	408.21	" "	24.42	9,966.86	
Freight on 85-100 Asphalt	408.21	" "	15.68	6,403.27	
150-200 Asphalt	42.89	" "	26.98	1,157.05	
Freight on 150-200 Asphalt	42.89	" "	16.66	714.87	
RS-1 Asphalt	12.69	" "	26.18	332.22	
Freight on RS-1 Asphalt	12.69	" "	12.26	158.24	
					20,628.22

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	$9,364.47	
Hired Equipment	4,044.96	
Gas, Oil and Grease	1,589.98	
Fuel Oil	1,118.97	
Small Tools & Misc. Supplies	348.25	
Freight & Cartage	938.76	
Bond	331.06	
Home Office & General Overhead	1,025.95	
		18,762.40
Total Cost		$52,962.12

/

Breakdown of Crushing Cost

	Quantity	Unit	Cost	Unit Cost
Move In & Set Up	24,189	Cu. Yd.	$ 5,489.14	$0.226
Haul to Crusher	"	" "	5,386.24	0.222
Crushing	"	" "	12,602.22	0.52
Haul & Stockpile at Crusher	"	" "	2,688.33	0.112
	24,189	Cu. Yd.	$26,166.07	$1.08

The crushing plant operated 276 hours to produce 24,189 cu. yds. of crushed gravel for an average production of 87.6 cu. yds. per working hour.

Remarks:

This was a "Federal Aid Primary Project" consisting of the construction of 2.48 miles of highway roadbed widening, construction of 2.48 miles of stone base and the construction of 2.48 miles of asphaltic concrete pavement. The project was bid August 16th, 1956; work started October 9th, 1956 and the project was completed August 22nd, 1957.

On October 9th, 1956 the contractor moved in two D8 cats and blade and started clearing and stripping for crusher setup in a private gravel pit located 0.2 mile east of Station 315+00. General excavation shows a loss due to low bid prices and the moving of grading equipment from and back to the job. When the contractor was unable to use his grading equipment on this project he would move it to his Vale job. When the weather conditions were suitable the equipment would be moved back.

Crushing started October 22nd, 1956 and all crushing was completed by February 19th, 1957. Lots of lost time was encountered on crushing due to wet weather.

Most pipe items show a loss due to low bid prices.

Russell Olson, subcontractor on paving, moved in a paving plant and started paving July 23rd, 1957. All paving was completed by July 30th, 1957. Olson had $3.95 on per ton of mixture and the bid price was $5.85. This allowed the prime contractor $1.90 per ton for crushed materials used in the mixture. Having a high bid price on asphaltic concrete mixture, both the prime contractor and the subcontractor realized a small profit from this item.

The prime contractor, having low bid prices, only realized a small profit from this project.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
JAN 10 1958
FOR FILING

files

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 9, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4810	10 Final	C. E. Leseberg	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
30682	H201345	$ 7,115.28	1/8/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 130 workdays from 10-1-56

Time Extensions: None

Completion Date: Aug. 22, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-9 58

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed JAN 9 1958
GRW

NOTED ON CARD
OM

RECEIVED
DEC 31 1957
FOR FILING

Dec. 30, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4810 for grading and paving on the Horseshoe Bend-Gwynn Undercrossing Unit, Juntura-Vale Section of the Central Oregon Highway in Malheur County was completed by the contractor, C. E. Leseberg, on Aug. 22, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $7,115.28 will be released to the contractor on or after Jan. 9, 1958. The total contract amount is $158,926.63, of which amount $767.77 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD
em

RECEIVED
SEP 27 1957
FOR FILING

Sept. 26, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. E. Leseberg on Contract No. 4810, for grading and paving on the Horseshoe Bend-Gwynn Undercrossing Unit, Juntura-Vale Section of the Central Oregon Highway in Malheur County. This payment, in the amount of $17,102.53, will be released to the contractor on or after October 7, 1957. The retained percentage is $4,695.20.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
AUG 29 1957

FOR FILING

F 326(2)

4810

August 28, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 22, 1957, on Contract No. 4810, Horseshoe Bend-Gwynn Undercrossing Unit, Juntura-Vale Section, in Malheur County, in connection with Federal Aid Project No. F-326(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence G. Swanson

Form E-1—10M—12-36

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Horseshoe Bend - Gwynn U'Xing unit, Juntura - Vale

For Week Ending August 24, 1957

Highway Central Oregon County Malheur

Kind of work Grading and Paving

Section prefix 23-1071

Contractor C. E. Leseberg

Contract number 4810

Date of contract September 25, 1956

Specified work days 130

Date work started October 9, 1956

Work days used 138

Project authorization $195,323.61

Exclusive of engineering $181,433.84

Per cent of time elapsed 106.2 %

Estimated cost of completed project, exclusive of engineering $160,073.77

Estimated per cent overrun or underrun -11.77 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $13,889.67

Engineering cost to date $12,495, 90 %

Date project was completed August 22, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Placing of guard rail completed and painting of same completed Thursday. Sight posts were installed on Wed.

Project completed including cleanup of site and removal of Equip. on Thurs.

NOTED
FORREST COO

CONSTRUCTION DIVISION
RECEIVED
AUG 26 1957
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE

NOTED
C. E. PAULSEN

Noted
M. N. JUVE

Signed

Address Keats Oliver, Box 784, Vale

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 136

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.48	2.48			2.48
Miles partially completed					
Miles completed	2.48	2.48			2.48
Total estimated quantities (contract)	61,000	17,800			7,400
Total quantities corrected to date	54,000	16,800			7,150
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men 3

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors 1, Bulldozers ...., Compaction rollers ...., Power Auger 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
JUL 22 1957
FOR FILING

F 326(2)

4810

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1957

SUBJECT:

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

The subcontract between C. E. Leseberg and the Russell Olson Construction Company covering Items 25 through 36, inclusive, on the Horseshoe Bend-Gwynn Undercrossing Contract No. 4810, Oregon F-326 (2), is approved and you may so inform the interested parties. The subcontract is approved with the understanding that the aggregate for Items 25, 27, 28, 31, 33 and 34 will be furnished to the subcontractor by others.

Three copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

RECEIVED
JUL 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
FEB [illegible] 1957
FOR FILING
[illegible]
4810

08-35

file

February 8, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter dated February 6, 1957 requested approval of the use of force account method in the performance of work on Oregon Project F-326(2), Horseshoe Bend-Gwynn Undercrossing Unit, Juntura-Vale Section in Malheur County, Central Oregon Highway. Your letter states it would require having the contractor move in special equipment and men to do the work, which would be expensive. You also indicate that a State bridge crew is available and can perform the requested work much more economically.

For the reasons given, the force account work is approved as being in the public interest. The estimated cost of the work is $1,000.

Very truly yours,

C. G. POLK
District Engineer

NOTED
FORREST COOPER

Original to Mr. Probert

RECEIVED
FEB 7 1957
FOR FILING
F-326 (2)

4810

February 6, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are returning herewith copies of Order for State Force Work Account No. 261, Horseshoe Bend-Cayuse Undercrossing Unit, Juntura-Vale Section in Malheur County, Contract No. 4810, Oregon Project F-326(2), on which we have shown the break-down of estimated costs on force account basis.

Request is made that force account basis for State Forces be allowed.

In justification for this method of doing the work, the amount is too small for contracting. The contractor is not interested in this work because he would have to move in special equipment and procure men for it. The state has a bridge crew available to do the work much more economically.

Equipment rental rates will be in accordance with the regular schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DGP:er

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

February 4, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-326(2)
Horseshoe Bend-Gwynn Undercrossing Unit

Dear Sir:

We are returning herewith State Force Work Order No. 261, Horseshoe Bend-Gwynn Undercrossing Unit, Juntura-Vale Section of the Central Oregon Highway in Malheur County, Contract No. 4810, in connection with Federal Aid Project No. F-326(2).

Please show the breakdown on labor, equipment and material and furnish a statement why the State force method of construction is justified instead of a Price Agreement with the contractor to perform the work.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

Encl.

RECEIVED
FEB 5 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 2 - 1957
FOR FILING

F-326(2)

4810

December 27, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 261 covering widening and adjusting to grade a 19' timber bridge on the Horseshoe Bend-Gwynn Undercrossing Unit, Juntura-Vale Section of the Central Oregon Highway in Malheur County, Contract No. 4810, in connection with Federal Aid Project No. F-326(2).

Very truly yours

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

BBP:er
Encl.

RECEIVED
DEC 14 1956
FOR FILING
F-32[illegible]
4010

December 13, 1956

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State Share of flagging costs on the Horseshoe Bend - Gwynn Undercrossing unit, Juntura - Vale Section of the Central Oregon Highway in Malheur County, Contract No. 4010, in connection with Federal Aid Project No. F - 326(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

[illegible] (Revised 1950)

RECEIVED
NOV 29 1956
FOR FILING

F-326 (2)

4810

CP IB-2303

A

State Oregon

Project No. F-326(2)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of November, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of July, 1956, a program, which was approved on the 26th day of July, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 1st day of August, 1956, and the sum of one hundred seventeen thousand and 00/100 dollars ($117,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of Chapter 529, Laws 1939. act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

Article II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 186+00 and 319+00, northeast of Juntura,

, length 2.485 miles, in Malheur County, being Oregon project No. F-326(2), consisting of 2.485 miles of roadway and no bridges, each of more than 20 feet clear span, ~~miles in length~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred seventeen thousand and 00/100 dollars ($ 117,000.00), which does not exceed the authorized Federal pro rata share of one hundred eighty nine thousand, three hundred thirty two and 99/100 dollars ($ 189,332.99), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

November 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Horseshoe Bend-Gwynn Undercrossing Section, Project No. F-326(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:bb

4810

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Horseshoe Bend-Gwyn Undercrossing Section
Central Oregon Highway
Malheur County

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4810 C. E. Leseberg 9-21-56

DATE OF COMPLETION:

130 Workdays from 10-1-56

REMARKS:

October 2, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as a basis for project agreement for the Horseshoe Bend-Glynn Undercrossing Section, Project No. F-326(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:ia

Encl.

Oregon State Highway Department

Federal Aid
Project No. F-326(2)

HORSESHOE BEND-GWYNN UNDERCROSSING SECTION

OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 28, 1956

Type Code 6201
Roadway (Sta. 186+00 to Sta. 319+00)(Contract No. 4810)

All Required	Clearing and Grubbing	$	$ 3,000.00
660 cu. yds.	Drainage Excavation, Unclassified	3.00	1,980.00
61,000 cu. yds.	General Excavation, Unclassified	0.48	29,280.00
146,000 yd. sta.	Short Overhaul	0.015	2,190.00
5,000 C-y.sta.	Long Overhaul	0.40	2,000.00
2.48 Miles	Finishing Roadbed and Slopes	500.00	1,240.00
4,000 lin. ft.	Rounding Cutbanks	0.20	800.00
1,230 lin. ft.	12-inch Corrugated Metal Pipe	2.75	3,382.50
300 lin. ft.	18-inch Corrugated Metal Pipe	3.75	1,125.00
100 lin. ft.	24-inch Corrugated Metal Pipe	6.50	650.00
50 lin. ft.	36-inch Corrugated Metal Pipe	14.00	700.00
1 only	12-inch Metal Tide Gate	35.00	35.00
70 lin. ft.	Salvaging Culvert Pipe	2.00	140.00
58 cu. yds.	Class "A" Concrete	80.00	4,640.00
10,600 lbs.	Metal Reinforcement	0.15	1,590.00
6 only	Concrete Catch Basins	40.00	240.00
1 only	Concrete Manholes	200.00	200.00
80 only	Metal Sight Posts	2.48	198.40
3,000 lin. ft.	Metal Guard Rail	2.45	7,350.00
700 cu. yds.	Loose Riprap	3.00	2,100.00
15,000 cu. yds.	Course Crushed Material in Base	1.90	28,500.00
2,800 cu. yds.	3/4" - 0 Material in Base	2.50	7,000.00
440 M-gals.	Sprinkling	2.00	880.00
All Required	Preparation of Base		500.00
150 cu. yds.	3/4" - 0 Material in Binder Course	4.00	600.00
24 tons	MC-2 Asphalt in Binder Course	55.00	1,320.00
600 tons	Asphaltic Concrete Mixture in Patching	5.85	3,510.00
6,800 tons	Asphaltic Concrete Mixture	5.85	39,780.00
440 tons	85-100 Asphalt in Mixture	42.00	18,480.00
14 tons	RS-1 Asphalt in Tack Coat	60.00	840.00
10 only	Extra for Asphaltic Concrete Approaches	40.00	400.00
28 tons	RS-2 Asphalt	55.00	1,540.00
140 cu. yds.	Aggregate in Pavement Seal	4.00	560.00
600 cu. yds.	Furnishing and Placing Aggregates	4.00	2,400.00
44 tons	150-200 Asphalt in Shoulder Oiling	50.00	2,200.00
14 tons	RS-1 Asphalt in Shoulder Oiling	55.00	770.00
	Subtotal		$172,120.90
	10% Engr. & Cont.		17,212.09
		Total	$189,332.99

Length of Roadway	2.485 Miles
Length of 2 Structures	0.032 Mile
Total Length	2.517 Miles
Cost of Roadway Per Mile	$76,190.33

Federal Funds..	$117,000.00
State Funds..	72,332.99
	$189,332.99

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-326(2)

HORSESHOE BEND-GWYNN UNDERCROSSING SECTION
OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 31, 1956

Type Code 6201
Roadway (Sta. 186+00 to Sta. 319+00)

All Required	Clearing and Grubbing		$ 1,500.00
660 cu. yds.	Drainage Excavation, Unclassified	$3.00	1,980.00
61,000 cu. yds.	General Excavation, Unclassified	0.75	45,750.00
146,000 yd. sta.	Short Overhaul	0.02	2,920.00
5,000 C-yd. sta.	Long Overhaul	0.50	2,500.00
2.48 miles	Finishing Roadbed and Slopes	500.00	1,240.00
4,000 lin. ft.	Rounding Cutbanks	0.20	800.00
1,230 lin. ft.	12 Inch Corrugated Metal Pipe	4.00	4,920.00
300 lin. ft.	18 Inch Corrugated Metal Pipe	5.00	1,500.00
100 lin. ft.	24 Inch Corrugated Metal Pipe	7.50	750.00
50 lin. ft.	36 Inch Corrugated Metal Pipe	12.00	600.00
1 only	12 Inch Metal Tide Gate	75.00	75.00
70 lin. ft.	Salvaging Culvert Pipe	3.00	210.00
58 cu. yds.	Class "A" Concrete	65.00	3,770.00
10,600 lbs.	Metal Reinforcement	0.15	1,590.00
6 only	Concrete Catch Basins	80.00	480.00
1 only	Concrete Manholes	275.00	275.00
80 only	Metal Sight Posts	2.50	200.00
3,000 lin. ft.	Metal Guard Rail	2.50	7,500.00
700 cu. yds.	Loose Riprap	3.00	2,100.00
15,000 cu. yds.	Coarse Crushed Material in Base	2.50	37,500.00
2,800 cu. yds.	3/4" - 0 Material in Base	2.75	7,700.00
440 M-gal.	Sprinkling	2.50	1,100.00
All Required	Preparation of Base		500.00
150 cu. yds.	3/4" - 0 Material in Binder Course	3.75	562.50
24 tons	MC-2 Asphalt in Binder Course	50.00	1,200.00
600 tons	Asphaltic Concrete Mixture in Patching	5.25	3,150.00
6,800 tons	Asphaltic Concrete Mixture	5.00	34,000.00
440 tons	85-100 Asphalt in Mixture	40.00	17,600.00
14 tons	RS-1 Asphalt in Tack Coat	55.00	770.00
10 only	Extra for Asphaltic Concrete Approaches	35.00	350.00
28 tons	RS-2 Asphalt	53.00	1,484.00
140 cu. yds.	Aggregate in Pavement Seal	4.00	560.00
600 cu. yds.	Furnishing and Placing Aggregates	4.00	2,400.00
44 tons	150-200 Asphalt in Shoulder Oiling	55.00	2,420.00
14 tons	RS-1 Asphalt in Shoulder Oiling	60.00	840.00
	Subtotal		$192,796.50
	10% Engr. & Cont.		19,279.65
	Total		$212,076.15

Length of Roadway 2.485 Miles
Length of 2 Structures 0.032 Miles
Total Length 2.517 Miles
Cost of Roadway per Mile $85,342.51

Federal Funds	$130,000.00
State Funds	82,076.15
	$212,076.15

RECEIVED
OCT 17 1956
FOR FILING

F-[illegible]

4810

October 16, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 9, 1956, on Contract No. 4810, Horseshoe Bend-Gwynn Undercrossing Unit, Juntura-Vale Section, in Malheur County, in connection with Federal Aid Project No. F-326(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:ia

RECEIVED
OCT 10 1956
FOR FILING

[illegible]

October 9, 1956

Mr. C. E. Loseberg
201 Reece St.
Nyssa, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4810, which was awarded to you by the State Highway Commission on October 1, covering the Horseshoe Bend-Gwynn Undercrossing Unit, Juntura-Vale Section of the Central Oregon Highway in Malheur County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

A

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

RECEIVED
SEP [illegible] 1956
FOR FILING

F-326 (2)

08-35 4810

September 21, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-326(2), Horseshoe Bend-Gwynn Undercrossing Section of the Central Oregon Highway, and that the railroad company has approved the proposed work, we hereby concur as of this date in award of contract No. 4810 to C. E. Leseberg of Nyssa, Oregon, low bidder in the amount of $172,120.90 at the August 16, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
SEP 25 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 21 1956
FOR FILING

F-326 (2)

4810

September 21, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Horseshoe Bend-Gwynn Undercrossing Section of the Central Oregon Highway in Malheur County, Project F-326(2), to C. E. Leseberg of Nyssa, Oregon, on the basis of the bid of $172,120.90 submitted on August 16, 1956.

All rights of entry required for this contract are acquired.

The change at the railroad undercrossing at Gwynn has been approved by the railway company and we have authority from the company to procede.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:la

RECEIVED
SEP 24 1956
FOR FILING

F-326 (2)

4810

September 21, 1956

Mr. C. E. Lesseberg
201 Reese Avenue
Nyssa, Oregon

Dear Sir:

The State Highway Commission on August 16, 1956 accepted your proposal for grading and paving the Horseshoe Bend-[illegible] Undercrossing Unit, Juntura-Vale Section of the Central Oregon Highway in Malheur County for the sum of $172,120.90 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4810.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAC)
Mr. S. H. Probert
Mr. Tom Edwards
Pacific Builder & Engineer, Inc.

RECEIVED
SEP 13 1956

DOMESTIC SERVICE Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

C. E. Loeseberg
201 Reece Avenue
Nyssa, Oregon

Salem, Oregon
September 21, 1956
3:50 p.m.

Contract for Horseshoe Bend-Gwynn Undercrossing Unit, Malheur County, for which you submitted low bid on August 16, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC Confirmation
Accounting (5003-900)
C. W. Head
Files

NOTED
FORREST COOPER

RECEIVED
SEP 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 18 1956
FOR FILING

f-326(2)

4862

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1956

SUBJECT: Horseshoe Lynn Undercrossing Unit
Malheur County

To: Mr. S. [illegible] Hurbert
Office Engineer
O F F I C E

Sufficient right of way has now been acquired so that the above project may be awarded as far as this department is concerned.

R. L. Porter
Right of Way Engineer

RLP:smj

cc - Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
SEP 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 28 1956
FOR FILING

F-326(2)

1810

August 24, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

In accordance with your request, I am returning a hydraulic study which was made by Lester A. Herr.

no copy
Sept

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. Tom Edwards

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1956

SUBJECT: Horseshoe Bend-Gwynn Undercrossing
Hydraulic Study
Central Oregon Highway

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

We forward herewith for your consideration a hydraulic study prepared by the Bureau for the vicinity of the Gwynn Undercrossing.

On the basis of this report, we have instructed Mr. Parson to raise the dike between the highway and the river to an elevation 2½ feet above maximum high water.

Mr. Polk asks that we return the hydraulic study when it has served our purpose.

Tom Edwards
Tom Edwards
Construction Engineer

TE:WTW:jc

NOTED

RECEIVED
AUG 2[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

August 9, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Forrest Cooper
Construction Engineer

Dear Sir:

Attached is a copy of a hydraulic study made by Lester A. Herr, Division Hydraulic Engineer, on the proposed Horseshoe Bend-Gwynn Undercrossing Project F-326(2). This study was made as a result of a recent inspection trip to the project in company with E. H. Cowan of this office and W. T. Wright and E. G. Bickmore of your department.

We would appreciate the return of this copy when it has served your purpose as it is the only one we have.

Very truly yours,

C. G. POLK
District Engineer

By E. H. Cowan
E. H. COWAN
Principal Highway Engineer

Encl.

NOTED
L. H. Young

NOTED
W. T. WRIGHT

RECEIVED
AUG 10 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 23 1956
FOR FILING

F-326 (2)

4510

F-326 (2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1956

SUBJECT: Horseshoe Bend-Gwynn Undercrossing
Central Oregon Highway

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

We have at hand a study prepared by Lester A. Herr, Division Hydraulic Engineer, Bureau of Public Roads, which indicates that our work at the Gwynn Undercrossing may possibly raise the high water stage of the Malheur River by one foot at that site.

Would you please instruct the resident engineer on the job to raise the height of the dike lying between our new construction and the river one foot above design cross section elevation, or 2½ feet above maximum high water elevation.

Tom Edwards
Construction Engineer

TE:WTW:jc

cc Forrest Cooper ✓

RECEIVED
AUG 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

A R

RECEIVED

F-326 (2)

4810

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT
OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

August 1, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-326(2)
Horseshoe Bend-Gwynn Undercrossing
Unit, Central Oregon Highway

Dear Sir:

We have today approved P. S. and E. documents for subject project. This is your authority to advertise for bids.

As there is some possibility that channel restrictions resulting from construction of this project could cause scour at the railroad bridge piers, our approval is subject to the formal approval of the plans by the railroad company. Concurrence in award will be withheld pending notification that all rights of way or right of entry have been acquired.

Very truly yours,

CG Polk
C. G. POLK
District Engineer

RECEIVED
AUG 15 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
AUG 14 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 25 1956
FOR FILING

F-326(2)

4810

July 13, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Federal-aid Primary Highway Program, it is our desire to contract the grading and paving of the Horseshoe Bend-Cayon Crossing Section of the Central Oregon Highway.

The program data for this project is as follows:

Item No.	212
County	Malheur
Project No.	P-326(2)
FA Route No.	31
State Route No.	US 20
Termini	Approx. 3 miles east of Juntura, east 2.6 miles
Construction Cost:	
Total Cost	$200,000
Federal Funds	120,000
State Funds	80,000
Other Funds	- -
Project Totals:	
Total Cost	$200,000
Federal Funds	120,000
Length	3.60 miles
Character of Proposed Work	Grade and Drain 2-lane high type pavement

Traffic figures for the proposed project are as follows:

	1955 Data	1975 Data
ADT	600	1,200
Per cent Commercial	15%	15%
30th Peak Hour		180

The present alignment is generally satisfactory and is followed closely by the new line. Present surface is a 20-foot bituminous macadam. Within the project limits the roadway passes under an O.W.R. & N. Railway bridge which also crosses the Malheur River. The present vertical clearance is 12.5 feet.

The proposed project is to grade and drain and construct an asphaltic concrete pavement 22 feet wide with 4-foot shoulders. A line change at the railroad bridge will result in the crossing being made between two piers where a horizontal clearance of approximately 50 feet and vertical clearance of 15 feet can be obtained. The project also crosses the Malheur River over an existing concrete bridge. No work is planned for this structure which has a horizontal clearance of 24 feet.

A county map showing the location of the project is enclosed herewith.

If approval of this item can be secured by July 31 or earlier we plan to receive bids for the work at a letting scheduled for August 16 and 17.

Very truly yours,

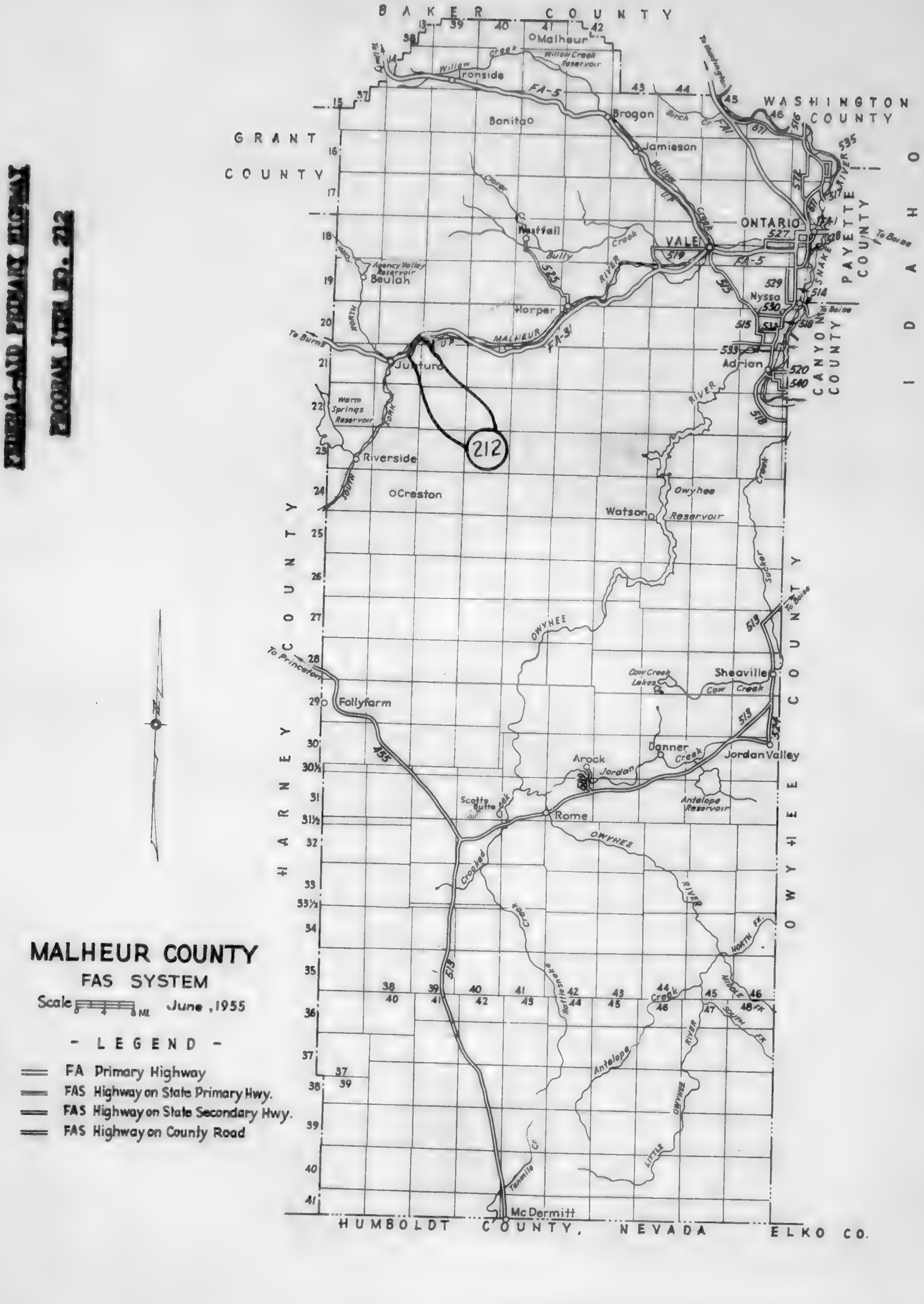
R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:la

STATE OF OREGON
FEDERAL-AID PRIMARY HIGHWAY
PROGRAM ITEM NO. 212


MALHEUR COUNTY
FAS SYSTEM
Scale 0 4 8 Mi. June, 1955

- LEGEND -
FA Primary Highway
FAS Highway on State Primary Hwy.
FAS Highway on State Secondary Hwy.
FAS Highway on County Road
BAKER COUNTY
GRANT COUNTY
WASHINGTON COUNTY
PAYETTE COUNTY
CANYON COUNTY
IDAHO
HARNEY COUNTY
OWYHEE COUNTY
HUMBOLDT COUNTY, NEVADA
ELKO CO.
Malheur
Ironside
Bonita
Brogan
Jamieson
Westfall
Vale
Ontario
Nyssa
Adrian
Harper
Beulah
Juntura
Riverside
Creston
Watson
Sheaville
Jordan Valley
Danner
Arock
Rome
Scotts Butte
Follyfarm
McDermitt
Willow Creek Reservoir
Agency Valley Reservoir
Warm Springs Reservoir
Owyhee Reservoir
Cow Creek Lakes
Antelope Reservoir
MALHEUR RIVER
OWYHEE RIVER
SNAKE RIVER
FA-5
FA-31
212
455
513
514
515
516
517
518
519
520
525
527
529
530
532
533
534
535
540
To Burns
To Princeton
To Boise

A

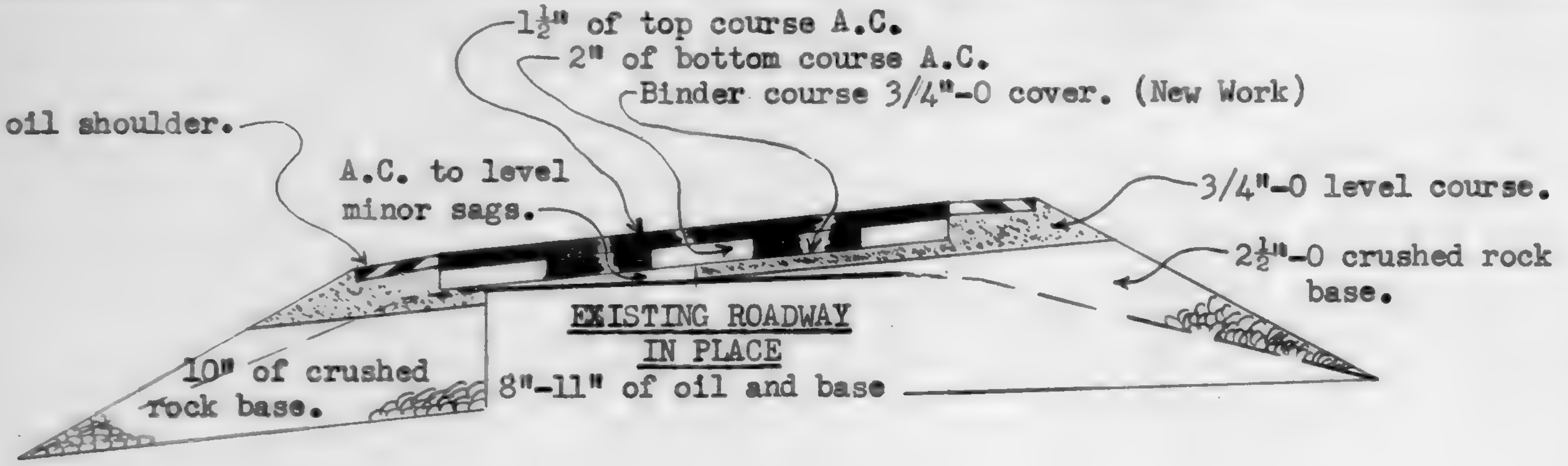
F.326(2)
4910

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Horseshoe Bend - Gwynn Highway Central Oregon County Malheur Prefix 23-1462

Res. Engr. Keats Oliver Length of Project 2.53 Miles. Sta. 185+00 to Sta. 318+50 Date 7-12-56

TYPICAL SECTIONS ADT Trucks - 86 Traffic Classification - MH


1½" of top course A.C.
2" of bottom course A.C.
Binder course 3/4"-0 cover. (New Work)
1¼" 0-11 oil shoulder.
A.C. to level minor sags.
3/4"-0 level course.
2½"-0 crushed rock base.
EXISTING ROADWAY IN PLACE
10" of crushed rock base.
8"-11" of oil and base

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
	NEW	WORK		
			3½ 1½ 10	A.C. Level Ba
15			15	

TYPICAL SOIL
63 % Pass 200
28 LL
0 PI
42 % Silt
"R" Value

NOTE:

Subcut the low side of supers and both sides of tangents. Upper side of supers to be built up with base rock. Minor sags in existing roadway to be leveled up with A.C. This design is considered ample for the frost penetration in the area.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Q, adj. Sta. 425 (M.P. 197.73) Central Oregon Hwy.	381442	2.71	Rock	- -	- - -	- - -	22.7	- - - -	25	0	Base, A.C. and Oil.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by
Ass't Soils Engineer

Recommended by
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

ER-10(2) River Banks Farm Sec. of the 1956
Rogue River Loop Hwy.
#1311 (Grading and Paving)

RECEIVED

FOR FILING

TED
W. C. WILLIAMS

January 29, 1958

FINAL COST ANALYSIS

River Banks Farm Section
Contract No. 4811

4811

Grade and Pave
F. L. Somers, Contractor
G. L. Roberts, Resident Engineer

Rogue River Loop Highway
Prefix: 117-1108-201 (41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*Clearing and Grubbing	100%	All	$5,675.38	$13,000	$ 5,675.35	$ 13,000.00
Drainage Excav. Uncl.	3,758.6	Cu. Yds.	1.03	1.50	3,881.11	5,637.90
Gen. Excav., Unclass.	60,052	Cu. Yds.	0.332	0.32	19,937.43	19,216.64
Short Overhaul	165,752	Yd. Sta.	0.0103	0.01	1,719.69	1,657.52
Long Overhaul	4,161.2	C-yd. Sta.	0.415	0.40	1,726.91	1,664.48
Finish R/B & Slopes	2.05	Miles	518.75	500.00	1,063.45	1,025.00
Rounding Cutbanks	8,026	Lin. Ft.	0.147	0.15	1,180.79	1,203.90
12" Concrete Pipe	510	Lin. Ft.	1.86	2.50	950.05	1,275.00
18" Concrete Pipe	1,443	Lin. Ft.	3.87	4.00	5,577.78	5,772.00
24" Concrete Pipe	375	Lin. Ft.	4.60	6.00	1,724.10	2,250.00
30" Concrete Pipe	129	Lin. Ft.	8.53	9.00	1,101.46	1,161.00
36" Concrete Pipe	180	Lin. Ft.	10.84	11.00	1,952.60	1,980.00
24" Corr. Metal Pipe	144	Lin. Ft.	6.67	7.00	961.37	1,008.00
48" Corr. Metal Pipe	116	Lin. Ft.	18.61	19.00	2,159.85	2,204.00
6" Perf. Metal Drain Pipe, Uncoated	510	Lin. Ft.	1.45	2.00	740.79	1,020.00
Spec. Backfill in Drains	132	Cu. Yds.	2.50	3.00	331.03	396.00
Metal Sight Posts	50	Each	3.06	4.00	153.02	200.00
Coarse Crushed Mat'l in Base	11,113	Cu. Yds.	2.31	2.35	25,724.59	26,115.55
3/4"-0 Mat'l in Base	2,994	Cu. Yds.	2.28	2.35	6,852.19	7,035.90
Sprinkling	775.2	M-gal.	1.88	2.00	1,462.01	1,550.40
Preparation of Base	2.05	Miles	552.36	500.00	1,132.34	1,025.00
3/4"-0 Mat'l in Binder Course	260	Cu. Yds.	3.02	4.00	785.38	1,040.00
RC-3 Asph. in Binder	43.6	Ton	57.45	60.00	2,504.74	2,616.00
**Asphaltic Conc. Mix.	5,441.1	Ton	5.74	6.00	31,233.31	32,646.60

Contract No. 4811

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
**85-100 Asph. in Mix.	293.68	Ton	$ 36.00	$ 36.00	$ 10,572.48	$ 10,572.48
**RS-1 Asphalt	1.78	Ton	90.00	90.00	160.20	160.20
**Extra for Asph. Conc. Approaches	30	Each	25.00	25.00	750.00	750.00
Salv. & Reconstruct Deer Fence	210	Rods	14.93	8.00	3,137.03	1,680.00
PA #1 6" B & S Sewer Pipe	257	Lin. Ft.	0.95	1.85	243.76	475.45
PA #1 8" T & G Conc. Pipe	125	Lin. Ft.	1.58	1.75	198.18	218.75
PA #2 16' x 8' Metal Gate	4	Each	132.56	130.00	530.26	520.00
PA #3 Purchase Excess 6" Metal Pipe, Uncoated	100	Lin. Ft.	0.88	0.88	88.00	88.00
PA #3 Purchase Excess 6" Bands	6	Each	1.08	1.08	6.48	6.48
PA #3 Purchase Excess 8" T & G Concrete Pipe	17.5	Lin. Ft.	0.48	0.48	8.40	8.40
PA #3 Purchase Excess 12" Concrete Pipe	42	Lin. Ft.	0.91	0.91	38.22	38.22
PA #3 Purchase Excess 24" Concrete Pipe	3	Lin. Ft.	2.80	2.80	8.40	8.40
Force Account					581.47	608.38
Cost and Revenue of Project					$136,854.22	$147,835.65
Aggregate in Stockpile at Private Source						
Unsold	2,500	Cu. Yds.			3,879.50	----
Cost of All Work					$140,733.72	

* Work Done All or In Part By Skeeters & Skeeters

** Work Done All or In Part By Rogue River Paving Company

Gross Revenue	$147,835.65
Total Cost	136,854.22
Net Profit	$ 10,981.43

Net Profit Equals 7.5 Per Cent of Gross Revenue

DETAIL OF COSTS

F. L. Somers, Contractor

LABOR:

Labor	$ 35,686.38	
Labor Insurance	2,676.48	
Health and Welfare	1,228.70	
		$ 39,591.56

MATERIALS:

Cement	5	Sks.	At	$ 1.35	$ 8.10	
Cement	13	Sks.	"	1.40	18.20	
Cement	17	Sks.	"	1.45	24.65	
Concrete Sand	1	Cu. Yd.	"	3.90	3.90	
Concrete Sand	4	Cu. Yd.	"	3.05	12.20	
Concrete Sand	1	Cu. Yd.	"	2.50	2.50	
Concrete Sand	11	Cu. Yd.	"	1.75	19.25	
12" Concrete Pipe	552	Lin. Ft.	"	0.91	502.32	
18" Concrete Pipe	1,379	Lin. Ft.	"	2.11	2,909.69	
18" Concrete Pipe	63	Lin. Ft.	"	1.90	119.70	
24" Concrete Pipe	378	Lin. Ft.	"	2.80	1,058.40	
30" Concrete Pipe	129	Lin. Ft.	"	4.25	548.25	
36" Concrete Pipe	144	Lin. Ft.	"	5.70	820.80	
36" Concrete Pipe	36	Lin. Ft.	"	5.00	180.00	
24" Corr. Metal Pipe	144	Lin. Ft.	"	5.12	737.28	
24" Bands	5	Each	"	5.12	25.60	
48" Corr. Metal Pipe	116	Lin. Ft.	"	13.61	1,578.76	
48" Bands	4	Each	"	13.61	54.44	
6" Perf. Metal Pipe, Uncoated	610	Lin. Ft.	"	0.88	536.80	
6" Bands	31	Each	"	1.08	33.48	
Metal Sight Posts	50	Each	"	1.50	75.00	
RC-3 Asphalt	43.6	Tons	"	27.25	1,188.10	
Freight on Asphalt	43.6	Tons	"	9.50	414.20	
Lumber					1,019.75	
16' x 8' Metal Gates	4	Each	"	90.00	360.00	
6" Sewer Pipe	257	Lin. Ft.	"	0.37	95.09	
6" x 1/8" Band	1	Only	"	1.50	1.50	
6" x 1/8" Band	2	Each	"	1.25	2.50	
6" x 1/2" Band	2	Each	"	1.90	3.80	
6" Tee	1	Only	"	1.90	1.90	
6" "Y"	2	Each	"	2.00	4.00	
8" Concrete Pipe	142.5	Lin. Ft.	"	0.48	68.40	
Staples and Nails					16.20	
Water Pipe and Fittings					137.91	
						$ 12,582.67

EQUIPMENT RENTALS & MISCELLANEOUS EXPENSE:

Equipment Rental (Own)	$ 29,114.75	
Equipment Rental (Hired)	4,940.86	
Gas, Oil, and Grease	6,118.32	
Electric Power	1,315.94	
P.L. and P.D. Insurance	446.08	
Bond	985.35	
Small Tools	307.05	
Explosives	30.27	
Home Office and General Overhead	2,608.27	
		$ 45,866.89

DETAIL OF COSTS

F. L. Somers, Contractor

EQUIPMENT RENTALS & MISCELLANEOUS EXPENSE: (Continued)

Royalty Paid on Gravel	$ 908.80	
Paid	5,000.00	
Paid Rogue River Paving Company	36,783.80	
		$ 42,692.60
		$140,733.72

BREAKDOWN OF CRUSHING COST

	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	20,676	Cu. Yd.	$ 3,394.41	$0.1641
Load and Feed Crusher	20,676	Cu. Yd.	13,371.72	0.6467
Crushing	20,676	Cu. Yd.	13,264.92	0.6416
Cost of Rock at Bunker	20,676	Cu. Yd.	30,031.05	1.4524
Royalty Paid on Rock Used on Project	18,176	Cu. Yd.	908.80	0.05
Rock Stockpile	6,177	Cu. Yd.	639.46	0.099
Total Cost of All Rock			$31,579.31	
Rock Hauled Direct From Bunker to Road	14,249	Cu. Yd.	$21,393.53	$1.5024
Rock Stockpiled and Used on Road and in Asphaltic Concrete Mixture	3,937	Cu. Yd.	$ 6,306.28	$1.6018
Rock Left in Stockpile on Which No Royalty has been Paid	2,500	Cu. Yd.	$ 3,879.50	$1.5518
Total Cost of All Rock			$31,579.31	

REMARKS:

This was an Emergency Relief Project having the status of a "Federal Aid Primary Project" located on the Rogue River Loop Highway in Josephine County. The northwesterly end of the project was approximately 2.73 miles northwest (along the then existing Rogue River Loop) from the junction of the Rogue River Loop Highway and the Redwood Highway, which junction is about 8 miles southwest of Grants Pass. The southerly end of the project was approximately 0.12 mile north of the above described junction.

The work to be done under this contract consisted of the construction of 2.05 miles of highway roadbed, 2.05 miles of stone base and shoulders, 2.05 miles of asphaltic concrete pavement and the performance of such additional and incidental work as called for in the plans and specifications.

The project was bid on August 17, 1956 and awarded to F. L. Somers on September 28, 1956. Work on the project was begun on October 9, 1956, and the contract was completed on September 13, 1957. The final estimate was dated November 7, 1957.

The subcontractor on clearing and grubbing began clearing on October 9, 1956. For this work he used a TD-9 tractor with a loading fork, a D-8 tractor with bulldozer and a power saw. His crew consisted of from 3 to 5 men. This work did not progress rapidly due to wet weather, not being able to enter certain areas when reached, and having a very small crew. This work was completed during the week ending December 22, 1956.

During the week ending October 20, 1956 the contractor moved in grading equipment consisting of two S-18 Euclid scrapers, one Turnapull scraper, and an HD-15 cat, a 3/4-cubic yard dragline and an Adams power grader. The grading progressed at a very low production rate due to subgrade being very soft and wet.

During the periods when the grading could not be worked the contractor concentrated on pipe installation. This intermittent grading and pipe work continued until December 14, 1956 at which time the project closed down.

On April 12, 1957 the contractor moved back on the project and began work. The grading equipment used to the completion of the grading consisted of an HD-15 tractor with dozer blade, two S-18 Euclid scrapers, one Turnapull scraper, a D-8 tractor and bulldozer and an Adams power scraper. Work at this time progressed slowly due to wet weather. As the weather conditions became more favorable the moving of the excavation material became satisfactory and the grading was completed during the week ending June 8, 1957.

On April 23, 1957 the contractor began moving in his crushing plant. He started setting it up on April 29, 1957 at a private bar located adjacent to the original Rogue River Loop Highway approximately 0.75 mile north of its junction with the new road at M.P. 21.87. The contractor's crushing operation consisted of a 3-crusher plant, fed by a 2½-cubic yard shovel, two dumptors, an 18-cubic yard truck and a D-8 dozer. While setting up the plant he stockpiled part of the uncrushed aggregate to be crushed at the plant site. He began crushing on May 23, 1957, producing the paving aggregate which he stockpiled adjacent to the plant.

On May 29, 1957 he began hauling the coarse base aggregate on the

REMARKS:

grade, using three 16-cubic yard trucks, four 5-cubic yard trucks to haul the material; a 3-leg roller and an Adams power grader for processing. He completed placing the coarse material on July 2, 1957.

On July 1, 1957 he began placing the 3/4"-0 base material. He completed this work to Station 30+00 on July 3, 1957 and on July 5, 1957 placed the binder course from Station 0+00 to Station 29+50. On july 8, 1957 the contractor again placed 3/4"-0 material on the project from Station 30+00 to Station 90+00. Completing this section, he immediately placed the binder course from Station 29+50 to Station 89+00; the following week he completed the placing of the 3/4"-0 base material and the binder course to the end of the project.

During the week ending June 8, 1957 the subcontractor on paving moved in and set up his 38-ton continuous mix paving plant. On July 1, 1957 he began paving. The paving was completed on July 25, 1957. In this work five 8-cubic yard trucks were used to haul, a Barbur Greene paver to place, a 3-leg roller to compact and a tandem roller to finish.

On August 26, 1957 the contractor began installing deer fence using a crew of 3 men and a power-driven posthole auger. He completed the fence on August 12, 1957.

On August 13, 1957 he finished the clean-up work which completed the project.

The contractor, having excellent equipment, good supervision, and good bid prices, made a fair profit.

M. N. Juve
Chief Cost Analyst

By

F. W. Sugnet

RECEIVED
DEC 2 1957
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 27, 1957

[illegible]
~~(CONTRACT NO.)~~ (EST. NO.) (CONTRACTOR)

4811 9 Final F. L. Somers
(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

26951 H097541 $5,316.10 11-27-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 140 workdays from 10-8-56

Time Extensions: None

Completion Date: Sept. 13, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 29, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOV 29 1957
GC

NOTED ON CARD
[illegible]

RECEIVED
NOV 19 1957
FOR FILING

FR [illegible]

4811

Nov. 18, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4811 for grading and paving on the River Banks Farm Section of the Rogue River Loop Highway in Josephine County was completed by the contractor, F. L. Somers, on Sept. 13, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of $5,316.10 will be released to the contractor on or after Nov. 28, 1957. The total contract amount is $147,835.65, of which amount $608.38 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Continental Casualty Co.
Victor S. Risley Co., Agent
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 28 1957
FOR FILING

Oct. 25, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. L. Somers in connection with Contract No. 4811, for grading and paving on the River Banks Farm Section of the Rogue River Loop Highway in Josephine County. This payment, in the amount of $8,742.62, will be released to the contractor on or after Nov. 4, 1957. The retained percentage is $4,407.82.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
am

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 12, 1957

Section River Banks Farm

Kind of work Grading & Paving

Highway Rogue River Loop County Josephine

Section prefix 117-1108

Contractor F. L. Somers

Contract number 4811

Date of contract September 28, 1956

Specified work days 140

Date work started October 9, 1956

Work days used 113

Project authorization $ 172,406.25

Exclusive of engineering $ 160,146.25

Per cent of time elapsed 80.71 %

[illegible] cost of completed project, exclusive of engineering $ 150,378.53

[illegible] per cent [illegible] underrun 5.3 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 12,260.00

Engineering cost to date $ 12,904.00, 105.3 %

Date project was completed September 13, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was sent to the Division Office on Wednesday of this week.

NOTED
FORREST COOPER

Noted
M. N. Juve

Signed E. Roberts

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.05	2.05			2.05
Miles partially completed	None	None			None
Miles completed	2.05	2.05			2.05
Total estimated quantities (contract)	63,000	14,900			5200
Total quantities corrected to date	60,052	14,107			5441
Estimated quantities moved or placed to date	60,052	14,107			5441
Average daily quantities	—	—			—
Average daily quantities necessary to complete project on time	—	—			—
Number shifts per day	—	—			—
Hours per shift	—	—			—
Average force on project for week	—	—			—

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

RECEIVED
SEP 19 1957
FOR FILING

ER-10(2)

4011

September 18, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 13, 1957, on Contract No. 4011, River Banks Farm Section in Josephine County, in connection with Federal Aid Project No. ER-10(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP
cc: Clarence G. Swanson

RECEIVED
MAY 15 1957
FOR FILING

FORM E-300—87,000—2-37—8477

ER-10 (2)

4811

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1957

SUBJECT:

To: Mr. L. R. Chandler
Ass't. Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between F. L. Somers and the Rogue River Paving Company, covering portions of Items 24 to 29, inclusive, on the River Banks Farm Contract No. 4811, Oregon ER-10 (2) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

RECEIVED
MAY 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1957
FOR FILING

[illegible]

9711

May 2, 1957

Mrs. Hallie T. Woodward
107 S. E. Hoover Avenue
Roseburg, Oregon

Dear Mrs. Woodward:

Further reference is made to your letter of March 19 regarding various problems concerning your property near the Rogue River Loop Highway now being improved. I shall attempt to answer them in turn.

1. We assume that you refer to crossings in your question,"Is there an access road going east and west between Engineer's Stations 68+98.31 and 72+7" Please be informed that there is a crossing at Station 72+20.

2. The clearing work was performed on your property after suit to condemn was filed. This is a necessary part of construction work and the proper and just compensation will be established by the court when the condemnation suit comes to trial.

3. With respect to the material used for the Hayes Hill project, a thorough investigation and title search was made and it was determined that the material was removed from the property under the ownership of L. J. Woody and Sons, to whom payment was made.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Leonard I. Lindas

TE:jc fn

FORM E-30X—37,500—8-56—96658

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 22, 1957

SUBJECT: Mrs. Hallie Woodard letter
Rogue River Loop Highway

To: Tom Edwards
Construction Engineer
Salem

In conformance with Assignment No. 179-Tom Edwards, I submit herewith, a copy of a report from Mr. Glenn Roberts, Resident Engineer, at Grants Pass regarding the questions asked by Mrs. Hallie Woodard in her letter of March 19, 1957.

Please be advised that Mr. Roberts is probably more familiar about this than any one here in this area and I believe his report answers as fully as possible the questions of Mrs. Woodard. I attach hereto a sketch map showing the area in question.

Mr. Roberts mentions in his report that Mr. Don Norlin, who lives in Salem, made a original contact with the Woodards regarding the use of gravel by the Bureau of Public Roads for the Hayes Hill construction project. I recommend that Mr. Norlin be contacted so that you may determine the extent of his knowledge regarding these questions.

F D Morgan
F. D. Morgan
Division Engineer

FDM/se
encl.

CONSTRUCTION DIVISION
RECEIVED
APR 23 1957
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE

FORM E30—50M—2-55—82986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
April 19, 1957

SUBJECT: Mrs. Hallie Woodard Letter
Rogue River Loop Highway

To:

Mr. Frank D. Morgan
Division Engineer
Roseburg, Oregon

The following information applies to the contents of the letter from Mrs. Hallie Woodard of March 19, 1957 addressed to State Highway Commission, Salem, Oregon, a copy of which you handed me last evening.

As to an access going East and West between Engineer's Station 68+98.31 and 72+ I am assuming she refers to road approaches, as I know of no access road to be built in this area. The area between these stations are mainly on the Fry property and cover only a few feet of the Rawls property all being well north of the Woodward property. Rawls are to have a crossing at Station 72+20.

We have no option on the Woodward property but do have a copy of Form E-300,"Access Control and Obligations of Oregon State Highway Commission on Real Property Acquisition Approved" which is marked "Report of Settlement 1-21-57".This grants her approaches at Station 79+00, East and West side of Highway, Station 81+50, East and West side of Highway and at Station 84+50, East side of highway.

Regarding "a contract made out to us - Hallie T. and William W. Woodward" I am assuming she is refering to the suit filed September 28, 1956 to condemn this property on which the Frys and others were included as defendants. As to other matters referred to in this same paragraph (2) I have understood that the Frys have filed suit to quiet title on certain lands in the West ½ of the Southeast ¼ of Section 30 Township 36 South, Range 6 West of the Willamette Meridian and that the Woodwards were served papers referring to the suit to quiet title.

In paragraph 3 I assume Mrs. Woodward is referring to clearing work preformed by crews working for Floyd Somers, Contractor on the River Banks Farm Section. This work was done after suit to condemn this property was filed, September 28, 1956, which gave us the right to preform construction work on their property.

In paragraph 4 I am uncertain as to her statement as to the Fry property connects hers on the "N.E. of S.W.". The quarter section line in section 31 does pass under the easterly end of the old Applegate River Bridge.

Paragraph 5 seems to concern mainly the area where the B.P.R. removed gravel ~~on~~ for the Hayes Hill Job. Apparently it was the States responsibility to furnish right of way and source or sources of surfacing materials. Mr. Don Norlin came here with a very brief description of property on which the Bureau wished to remove gravel along the Applegate River. He negotiated a deal with the Woodwards, I believe on a royalty basis and the Bureau began excavation gravel. Some time later I received a call from Salem asking me to go see the Title Company and request them if possible to speed up the title report on the Woodward property where the Bureau was digging gravel. Before going to the Title Office I looked at the platts in the Assessors Office and concluded that Woodwards owned the property between the Rogue River Loop Highway and the Applegate River. When I went to the Title Office they advised that they were having some trouble with the title to this property but was now quite sure it belonged to the River Banks Farm property. Since that time Josephine County has dug gravel in this area and I understand there was trouble regarding ownership at this time.

When we made the survey for the River Banks Farm Section and in platting the property line we came to the conclusion that Woodwards did not own the area on which gravel was dug. The Assessors Office advised me this morning that they had done considerable research in this area, and their opinion was that Woodwards did not own the gravel bar, although their plat did at one time indicate that they did. With the permission of the attorney in the suit to quiet title Mr. Dick DeCoursey of the Josephine County Title Company has said he would give me a copy of their work in connection with the case. If I am able to secure this information I will send it on to you. I do not know whether anyone has been paid for the gravel the Bureau removed or not. Mr. Don Norlin could give you far better information than I can regarding the purchase of this gravel. To my knowledge no survey was ever made but Mr. Woodward claims a crew came from Roseburg to survey this area. I do not think they did but that the Bureau cross-sectioned the gravel bar and he thought this was a survey.

We are attaching a sketch map showing the Woodward property involved in that area and approximately where the Bureau dug gravel.

Glenn E Roberts

Glenn E. Roberts
Resident Engineer

Mrs. Hallie T. Woodward
[illegible]07 S. E. Hoover [illegible]
Roseburg, Oregon

March [illegible] 1957

State Highway
Commission
Salem, Oregon

RECEIVED
MAR 22 1957
LEGAL DEPT.

PLEASE RETURN TO
FORREST COOPER

Dear Sir:

I want some more information about the Rogue River Loop Highway that is running through my land - Is there an access road going East & West between Engineer's Station 68+98.31 and 72+. This land is South of the Deer Fence —

Also we want a contract made out to us - Hallie T. and William W. Woodward without Fry etc. on it. These people have no claim on any part of this land. What is the reason their

---

n
d
rm Section
ghway

to the
r things,
ial taken
, contain-
have the
s used on
a contract

me a re-

ngineer

Name is on this? If it
is the suit for quiet title
that causes their name to
appear on the (summons)
~~to~~ and sent to us by a
sheriff - I wish to inform
you that suit is on the
West half of the Southwest
quarter section (less three
three pieces); you can check
this in the Court house
if you wish -

Also I would like to know
who gave the men the
right to cut all my trees
and go through my property
without a contract of any
kind signed by me? Some
of these trees were walnut
and all of our family
fruit Orchard

The Foy property connects

---

a
d
m Section
ghway

o the
r things,
al taken
contain-
ave the
used on
contract

s a re-

gineer

ours on the N.E. of S.W.
Also the quarter section —
line is over under the old
Apple-Gate Bridge —
The S ½ of the SW quarter
of Sec. 30 — 36 S. — 6 R. W
W.m. and the ¼ N.E. of N.W
of Sec. 31 — 36 S. 6 R. — W.W.M.
was an old land patent —
Those three pieces — where
the ground at was given
to our property for a ditch
(3 ditches) to take water
from the Apple Gate, thru
our property to the River
Banks [illegible] — now they
are trying to claim our
land on the North — East
and West of our property —
Your old maps will show
you where this land is —
You also still owe us for

gravel out of our land
tax lot 11 (27.3 acres) in
S.E quarter section Sec. 30 —
all the gravel you used for
Hayes Hill Road (1953)
We still have that contract.
Will you please send someone
to talk this matter over with
us?

Mr. Holt doesn't seem
to have all the information
about it and if you can
inform him. have him
make an appointment with
us —

Yours very truly
Hallie Woodward

RECEIVED
MAR 21 1957
OREGON
STATE HIGHWAY COMMISSION

GR-10(2)

#4811

RECEIVED
APR 21 1957
FOR FILING

Salem, Oregon
April 12, 1957

State of Oregon
vs.
Hallie Woodward
River Banks Farm Section
Rogue River Highway

Mr. Tom Edwards
Construction Engineer
Department

Mrs. Hallie Woodward has written a letter to the Highway Commission in which she complains, among other things, that the Highway Department owes them for some material taken from land that they claim, referred to as Tax Lot 11, containing 27.3 acres, in the SE¼ of Section 30. I do not have the Township and Range. She states that the material was used on the Hayes Hill Road and that they have some kind of a contract with the State covering it.

Will you please check this matter and give me a report, with a rough draft of reply to Mrs. Woodward.

Forrest Cooper
Deputy State Highway Engineer

FC:me

FORM E-125

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
APR 10 1957

Forrest Cooper

4611

March 26, 1957

Mrs. Hallie Woodward
107 S. E. Hoover Avenue
Roseburg, Oregon

Re: State of Oregon
vs.
Hallie Woodward
L-2625 R-25169
River Banks Farm Section
Rogue River Highway
Josephine County

Dear Mrs. Woodward:

This is to acknowledge receipt of and thank you for your letter of March 19, 1957, which has been referred to me for reply.

As you know, you have retained Mrs. V. A. C. Ahlf as your attorney in this matter, and all of our negotiations have been conducted with your attorney. It is my understanding that a satisfactory settlement has been reached, and the necessary deed forms and other documents were forwarded to your attorney on February 20, 1957, for review and approval and execution by the necessary parties. Since, under our canons of ethics, we are not at liberty to discuss a controversy with a person who is represented by an attorney in the matter, it is respectfully suggested that you contact your attorney who, I am sure, will be able to answer all of your questions.

Very truly yours,

ROBERT L. MAY, JR.
Acting Chief Counsel

RLM:br
cc: Mrs. V. A. C. Ahlf

NOTED
FORREST COOPER

RECEIVED
MAR 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 27 1957
FOR FILING

ER-10 (2)

4811

March 26, 1957

Mrs. Hallie Woodward
107 S. E. Hoover Avenue
Roseburg, Oregon

302

Dear Mrs. Woodward:

This is to acknowledge receipt of your letter of March 19 concerning your property that is needed by the State for highway right of way on the Rogue River Loop Highway.

Inasmuch as this matter involves a condemnation, your letter is being referred to our Legal Department for answer. I am sure you will hear from them in the very near future.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Robert L. May, Jr.

RLP:smj fn

FORM 230—12½M—6-55—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1957

SUBJECT: Assignment No. 302
State of Oregon
vs.
Hallie Woodward
L-2625 R-25169
River Banks Farm Section
Rogue River Highway
Josephine County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

I return herewith your assignment No. 302 in connection with the above file with a suggested form of reply.

R. L. Porter
Right of Way Engineer

RLP:smj

Attach

RECEIVED
MAR 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 5 1956
FOR FILING

FORM E-30X—90M—11-55—90225
ER 10 (2)

4811

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1956

SUBJECT:

To:
Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between F. L. Somers and Skeeters & Skeeters covering a portion of the clearing and grubbing on the River Banks Farm Contract No. 4811, Oregon ER-10 (2) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: Forrest Cooper ✓
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
NOV 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

CPES-2321

RECEIVED
NOV 20 1956
FOR FILING

ER-10(2)

4811

State Oregon

Project No. ER-10(2)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of November, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of February, 1956, a program, which was approved on the 15th day of February, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 1st day of August, 1956, and the sum of eighty one thousand, four hundred and 00/100 dollars ($81,400.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.62

GPO 16—11379-6

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

~~Between~~ Reconstruction on revised alignment of flood damaged sections between Stations 0+00 and 108+14.20, north of Wilderville,

, length 2.048 miles, in Josephine County, being Oregon project No. ER-10(2), consisting of 2.048 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eighty one thousand, four hundred and 00/100 dollars ($81,400.00), which does not exceed the authorized Federal pro rata share of one hundred sixty two thousand, eight hundred fifty five and 00/100 dollars ($162,855.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

November 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the River Banks Farm Section, Project No. ER-10(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HWC:bb

4811

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

River Banks Farm Section
Rogue River Loop Highway
Josephine County

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4811	F. L. Somers	9-28-56

DATE OF COMPLETION:

140 Workdays from 10-8-56

REMARKS:

October 17, 1956

Mr. G. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the River Banks Farm Section, Project No. ER-10 (2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:lmr

Oregon State Highway Department

Federal Aid
Project No. ER-10(2)

RIVER BANKS PARK SECTION OF THE
ROGUE RIVER LOOP HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon : October 16, 1956

Type No's 6001
Roadway (Sta. 0+00 to Sta. 108+14 = 6+28.58) (Contract No. 4811)

All Required	Clearing and Grubbing		$ 13,000.00
3,000 cu. yds.	Drainage Excavation, Unclassified	$ 1.50	4,500.00
63,000 cu. yds.	General Excavation, Unclassified	0.32	20,160.00
176,000 yd. sta.	Short Overhaul	0.01	1,760.00
3,700 C-yd. sta.	Long Overhaul	0.40	1,480.00
2.05 miles	Finishing Roadbed and Slopes	500.00	1,025.00
6,700 lin. ft.	Rounding Cutbanks	0.15	1,005.00
80 lin. ft.	12 Inch Concrete Pipe	2.50	200.00
1,400 lin. ft.	18 Inch Concrete Pipe	4.00	5,600.00
600 lin. ft.	24 Inch Concrete Pipe	6.00	3,600.00
130 lin. ft.	30 Inch Concrete Pipe	9.00	1,170.00
260 lin. ft.	36 Inch Concrete Pipe	11.00	2,860.00
160 lin. ft.	Corrugated Metal Pipe - 24 inch	7.00	1,120.00
60 lin. ft.	48 Inch Corrugated Metal Pipe	19.00	1,140.00
340 lin. ft.	6 Inch Perforated Metal Drain Pipe	2.00	680.00
70 cu. yds.	Special Backfill in Drains	3.00	210.00
50 Only	Metal Sight Posts	4.00	200.00
12,500 cu. yds.	Coarse Crushed Material in Base	2.35	29,375.00
2,400 cu. yds.	3/4"-0 Material in Base	2.35	5,640.00
370 M-gal.	Sprinkling	2.00	740.00
2.05 miles	Preparation of Base	500.00	1,025.00
240 cu. yds.	3/4"-0 Material in Binder Course	4.00	960.00
38 tons	RC-3 Asphalt in Binder Course	60.00	2,280.00
5,200 tons	Asphaltic Concrete Mixture	6.00	31,200.00
310 tons	85-100 Asphalt in Mixture	36.00	11,160.00
8 tons	MC-1 Asphalt	90.00	720.00
10 Only	Extra for Asphaltic Concrete Approaches	25.00	250.00
22 tons	RS-2 Asphalt	75.00	1,650.00
100 cu. yds.	Aggregate in Pavement Seal	5.00	500.00
230 rods	Salvage and Reconstruct Deer Fence	8.00	1,840.00
			147,050.00
All Required	Flagging (57½¢ of Contractors Cost)		1,000.00

Length of Roadway	2.048 miles	Subtotal	148,050.00
Cost of Roadway per mi.	79,519.04	10% Engr. & Cont.	14,805.00
		Total	162,855.00

Federal Funds - $ 81,400.00
State Funds - 81,455.00
$162,855.00

State Funds for Const. Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
State Funds for Maint. Chapter 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. ER-10(2)

RIVER BANKS FARM SECTION
OF THE ROGUE RIVER LOOP HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 24, 1956

Type Code 6201
Roadway (Sta. 0+00 to Sta. 108+14.2 = 6+98.58)

All	Required	Clearing and Grubbing		$ 12,500.00
3,000	cu. yds.	Drainage Excavation, Unclassified	$ 2.50	7,500.00
63,000	cu. yds.	General Excavation, Unclassified	0.35	22,050.00
176,000	yd. sta.	Short Overhaul	0.015	2,640.00
3,700	C-yd. sta.	Long Overhaul	0.40	1,480.00
2.05	miles	Finishing Roadbed and Slopes	750.00	1,537.50
6,700	lin. ft.	Rounding Cutbanks	0.18	1,206.00
80	lin. ft.	12-inch Concrete Pipe	2.25	180.00
1,400	lin. ft.	18-inch Concrete Pipe	3.50	4,900.00
600	lin. ft.	24-inch Concrete Pipe	4.75	2,850.00
130	lin. ft.	30-inch Concrete Pipe	6.50	845.00
260	lin. ft.	36-inch Concrete Pipe	8.00	2,080.00
160	lin. ft.	24-inch Corrugated Metal Pipe	6.50	1,040.00
60	lin. ft.	48-inch Corrugated Metal Pipe	20.00	1,200.00
340	lin. ft.	6-inch Perforated Metal Drain Pipe	1.50	510.00
70	cu. yds.	Special Backfill in Drains	5.00	350.00
50	only	Metal Sight Posts	2.50	125.00
12,500	cu. yds.	Coarse Crushed Material in Base	2.25	28,125.00
2,400	cu. yds.	3/4" - 0 Material in Base	2.50	6,000.00
370	M-gal.	Sprinkling	2.50	925.00
2.05	miles	Preparation of Base	200.00	410.00
240	cu. yds.	3/4" - 0 Material in Binder Course	3.50	840.00
38	tons	RC-3 Asphalt in Binder Course	60.00	2,280.00
5,200	tons	Asphaltic Concrete Mixture	5.50	28,600.00
310	tons	85-100 Asphalt in Mixture	32.00	9,920.00
8	tons	RS-1 Asphalt	75.00	600.00
10	only	Extra for Asphaltic Concrete Approaches	25.00	250.00
22	tons	RS-2 Asphalt	75.00	1,650.00
100	cu. yds.	Aggregate in Pavement Seal	5.00	500.00
230	rods	Salvage and Reconstruct Deer Fence	7.50	1,725.00
				$144,818.50
All	Required	Flagging (57½% of Contractors Cost)		1,000.00
			Subtotal	$145,818.50
			10% Engr. & Cont.	14,581.85
			Total	$160,400.35

Length of Roadway 2.048 miles
Cost of Roadway per mile $78,320.48

Federal Funds- -	$ 80,200.00
State Funds- -	80,200.35
	$160,400.35

RECEIVED
NOV 15 1956

FOR FILING

ER-10(2)

4811

November 13, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the River Banks Farm Section of the Rogue River Loop in connection with Federal Aid Project No. ER-10(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:lmr
Encl.

FORM E-12A 50M REVISED 2-52

RECEIVED
OCT 31 195
FOR FILING
ER-10(2)
4811

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 30, 1956

The California Oregon Power Company
216 West Main Street
Medford, Oregon

Re: The California Oregon Power Company
Power Line Adjustment
River Banks Farm Section
Rogue River Loop Highway
Josephine County

Gentlemen:

Your letter of October 17, with reference to the moving of power facilities on the above titled project, has been referred to this office for reply.

I am advised that the adjustment involves the placing of an additional pole near the right of way line at Station 74+50, and the moving of poles located 25 feet right of Station 80+70 and 20 feet left of Station 95+85, with the attendant necessary guying. Your letter of October 17 gives an estimate of $1,212.00 after allowing for depreciation and betterment.

This letter is to request you to proceed with the work with the understanding that compensation will be made and easements will be exchanged in accordance with prior understandings.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. Frank Morgan
Mr. F. W. Farrar
Mr. Robert L. Lammert

NOTED
FORREST COOPER

RECEIVED
OCT 30 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1956
FOR FILING

ER-10 (2)

4811

October 19, 1956

Mr. F. L. Somers
P. O. Box 668
Medford, Oregon

Dear Sir:

We enclose herewith for your files two fully executed copies of contracts awarded by the State Highway Commission, as follows:

Contract No. 4811, covering the River Banks Farm Section of the Rogue River Loop Highway in Josephine County, awarded September 28, 1956.

Contract No. 4819, for embankment repair on the Bybee Bridge (Rogue River) Section of Table Rock Road in Jackson County, awarded October 3, 1956.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

A

RECEIVED
OCT 15 1956
FOR FILING

ER-10(2)

4811

October 11, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 9, 1956, on contract No. 4811, River Banks Farm Section, in Josephine County, in connection with Federal Aid Project No. ER-10(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EBP:bb

RECEIVED
OCT 3 1956
FOR FILING

ER-10(2)

Em. Rd. Proj.

September 28, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the River Banks Farm Section of the Rogue River Loop Highway in Josephine County, Project ER-10(2), to F. L. Somers of Medford, Oregon, on the basis of the bid of $147,050.00 submitted on August 17, 1956.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SMP:ia

RECEIVED
OCT 17 1956
FOR FILING

[illegible]

4811

September 28, 1956

F. L. Somers
P. O. Box 668
Medford, Oregon

Dear Sir:

The State Highway Commission on August 17, 1956, accepted your proposal for grading and paving on River Banks Farm Section of the Rogue River Loop Highway, in Josephine County for the sum of $147,050.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4811.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm
Encl.

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

R. G. Savage
Tom Edwards
S. H. Probert

NOTED
H. B. GLAISYER

NOTED
J. Mc C.

RECEIVED
1956

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DOMESTIC SERVICE Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 28, 1956
11:00 A. M.

F. L. Somers
P. O. Box 668
Medford, Oregon

Contract for grading and paving River Banks Farms Section of Rogue River Loop Highway, Josephine County, for which you submitted low bid on August 17 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files ✓

RECEIVED
1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1956
FOR FILING
OREGON DISTRICT

ER-10(2)

4811

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 28, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project ER-10(2), River Banks Farm Section of the Rogue River Loop Highway, we hereby concur as of this date in award of Contract No. 4811 to F. L. Somers of Medford, Oregon, low bidder in the amount of $147,050.00 at the August 17, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 4 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 14 1956
OREGON DISTRICT
FOR FILING

ER-10(2)

4811

08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 1, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project ER-10(2), River Banks Farm Section, Rogue River Loop Highway in Josephine County. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 13 1956
OREGON
STATE HIGHWAY COMMISSION

R

RECEIVED
JUN 29 1956
FOR FILING

ER-10 (2)
4811

June 28, 1956

Oregon State Highway Commission

Gentlemen:

I attach hereto a map indicating the survey for realignment of the River Banks Farm Section of the Rogue River Loop Secondary Highway in Josephine County. The old road has constantly been closed by floods, and severe damage was done to this road during the floods of the past winter. The project has been approved by the Bureau of Public Roads as an emergency relief fund project, with an allocation of $173,000, and it is planned to call bids for the improvement in August.

This matter will be on the next agenda, and your approval of the survey is recommended.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

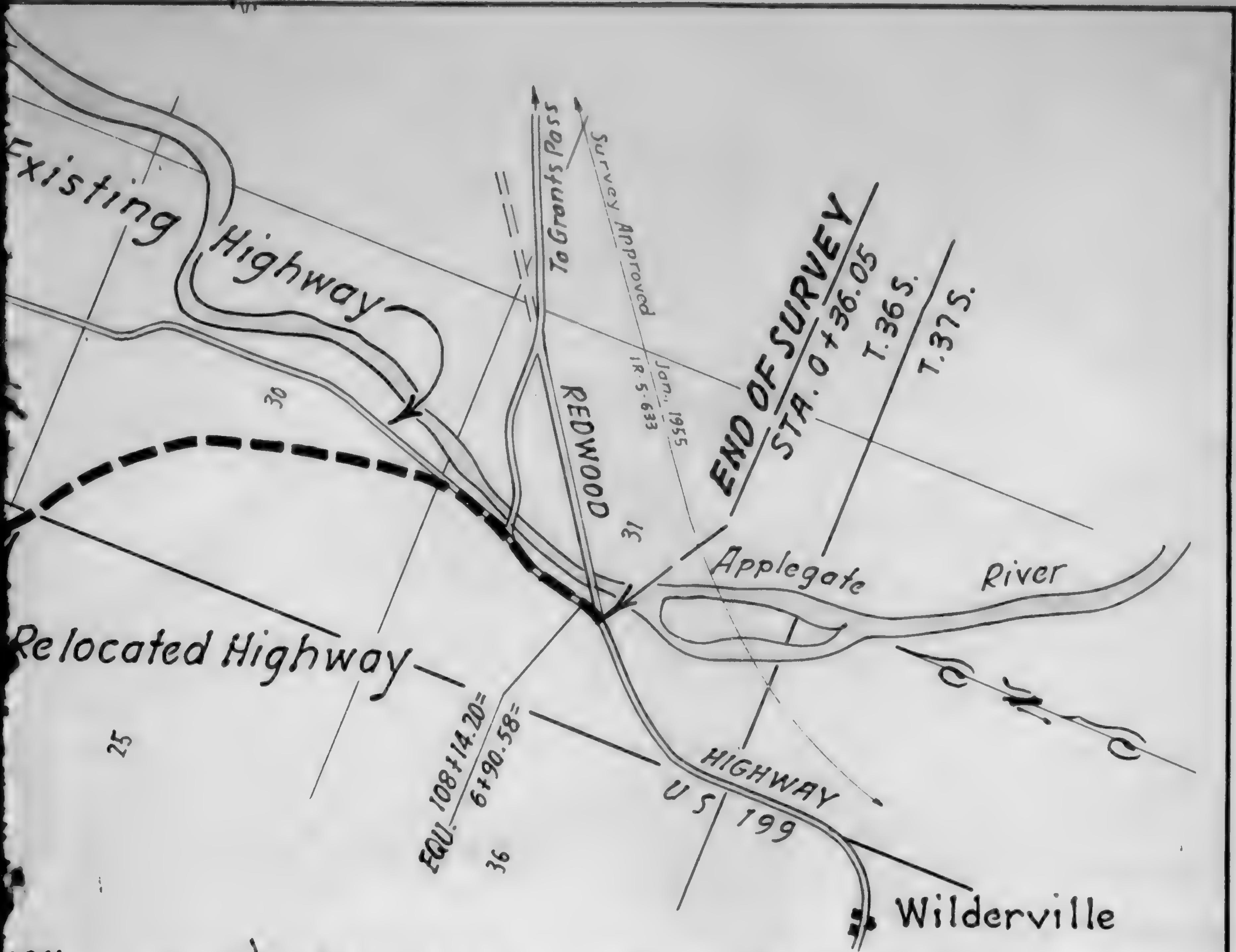
WCW:mo

Enclosure

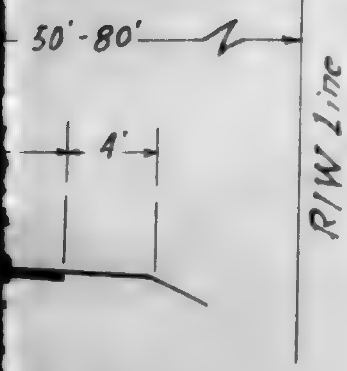
cc Mr. Forrest Cooper
Mr. R. L. Porter

11-19-5

1R-5-903


Existing Highway
To Grants Pass
Survey Approved Jan. 1955 1R-5-633
END OF SURVEY
STA. 0+36.05
T.36S.
T.37S.
30
REDWOOD
31
Applegate River
Relocated Highway
25
EQU. 108+14.20= 6+90.58=
36
HIGHWAY
U S 199
Wilderville

ION


50'-80'
4'
R/W Line

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 6-27-56

OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

RIVER BANKS FARM SECTION

ROGUE RIVER LOOP HIGHWAY

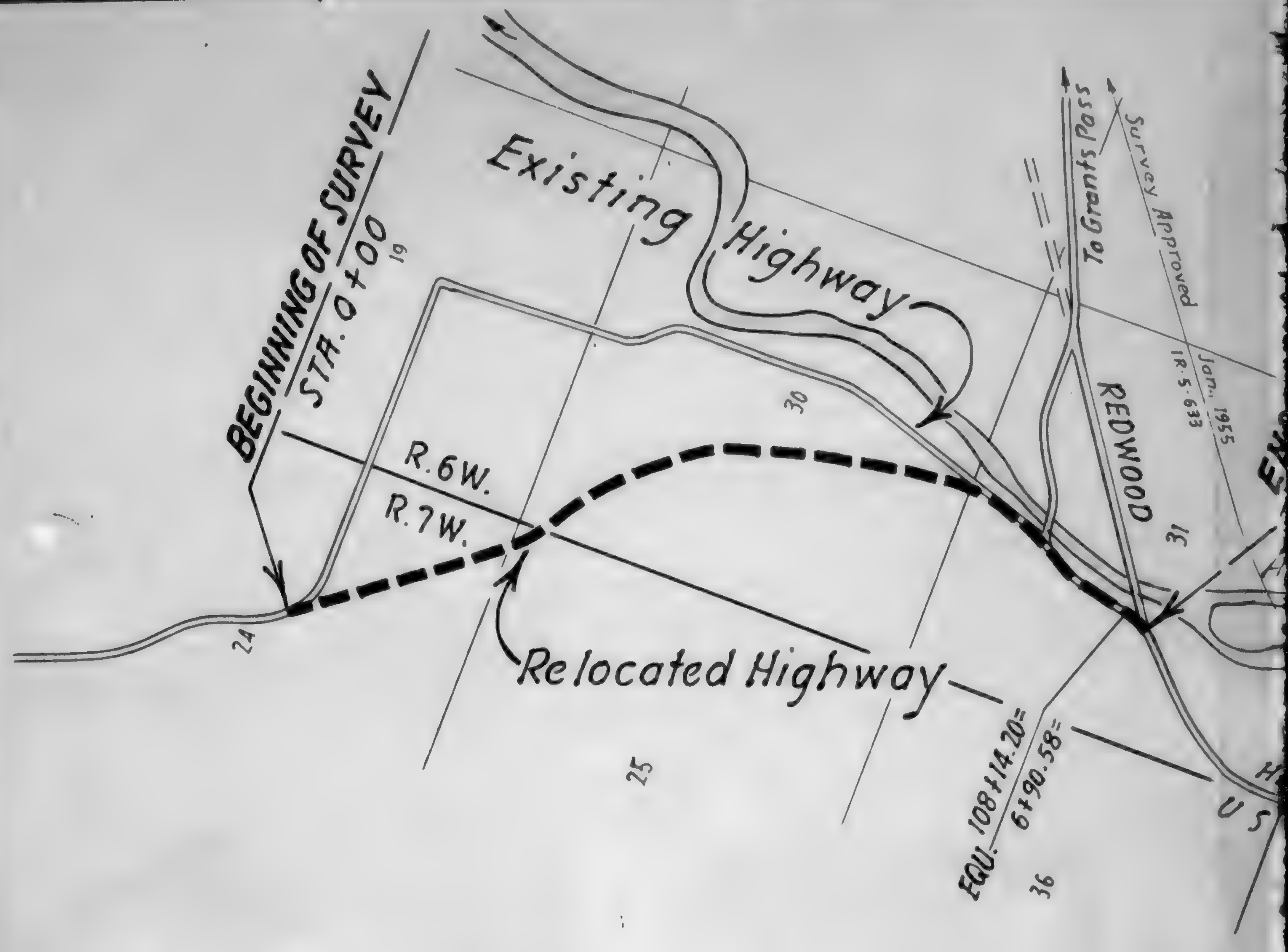
JOSEPHINE COUNTY

Scale: 1" = 2000' July, 1956

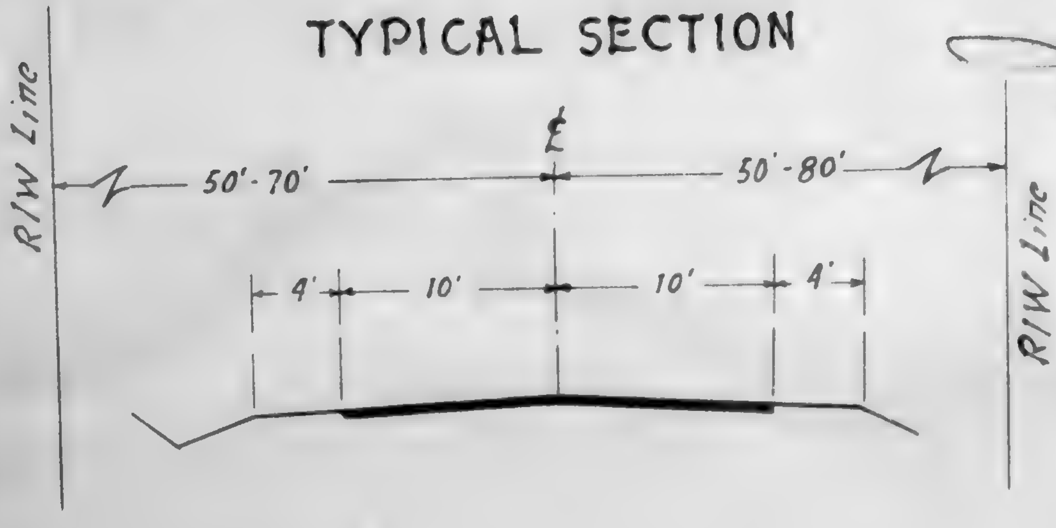
DRG. NO. 1R-5-903

For details see Drg. No. 8B-2-22, June, 1956

4-19-5


Existing Highway
BEGINNING OF SURVEY
STA. 0+00
19
30
24
25
36
31
R.6W.
R.7W.
Relocated Highway
EQU. 108+14.20=
6+90.58=
To Grants Pass
Survey Approved
Jan. 1955
1R-5-633
REDWOOD
US
H
EN

TYPICAL SECTION


R/W Line
50'-70'
℄
50'-80'
4'
10'
10'
4'
R/W Line

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 6-27-56

OREGON S

St

RIVER B

ROGU

Scale:

For details s

4-19-5

ADDENDUM "A" TO LOCATION PROSPECTUS FOR RIVER BANK FARM SECTION, ROGUE RIVER LOOP HIGHWAY, JOSEPHINE COUNTY.

The following addendum to the location prospectus mentioned above is submitted to revise the prospectus as follows:

Paragraphs 1 through 3: Correct as per the original prospectus.

Paragraph 4: Delete -

Crusher Run Base	8"
Leveling Course	1½"
Asphaltic Concrete	3"
Total	12½"

Insert for the above deletion -

Crusher Run Base	8"
Leveling Course	1½"
Asphaltic Concrete	3½"
Total	13"

Paragraphs 5 through 10: Correct as per the original prospectus.

The typical section on the sketch map appended to the prospectus to be revised to agree with the above change in the base design.

April 19, 1956

cc - R. H. Baldock ✓
W. C. Williams
Forrest Cooper
Tom Edwards
G. E. Roberts
P. M. Stephenson
Ray Webber (2)
J. W. Cattrall
F. B. Crandall
C. H. Armstrong
R. L. Porter
Frank Hall
Roy Edgerton

NOTED
State Highway Engineer

RECEIVED
APR 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

4-1956

ADDENDUM "A" TO LOCATION PROSPECTUS FOR RIVER BANK FARM SECTION, ROGUE RIVER LOOP HIGHWAY, JOSEPHINE COUNTY.

The following addendum to the location prospectus mentioned above is submitted to revise the prospectus as follows:

Paragraphs 1 through 3: Correct as per the original prospectus.

Paragraph 4: Delete -

Crusher Run Base	8"
Leveling Course	1½"
Asphaltic Concrete	3"
Total	12½"

NOTED
W. C. WILLIAMS

Insert for the above deletion -

Crusher Run Base	8"
Leveling Course	1½"
Asphaltic Concrete	3½"
Total	13"

Paragraphs 5 through 10: Correct as per the original prospectus.

The typical section on the sketch map appended to the prospectus to be revised to agree with the above change in the base design.

April 19, 1956

cc - R. H. Baldock
W. C. Williams ✓
Forrest Cooper
Tom Edwards
G. E. Roberts
P. M. Stephenson
Ray Webber (2)
J. W. Cattrall
F. B. Crandall
C. H. Armstrong
R. L. Porter
Frank Hall
Roy Edgerton

RECEIVED
APR 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 - 1956
FOR FILING

3-30-56

NOTED
W. C. WILLIAMS

Court
R/W
Rogue R. Loop
10 Sec.

LOCATION PROSPECTUS FOR RIVER BANKS FARM SECTION, ROGUE RIVER LOOP HIGHWAY, JOSEPHINE COUNTY.

The following prospectus is submitted regarding the River Banks Farm Section of the Rogue River Loop Highway in Josephine County. The beginning point of this survey is Mile Point 20.2, said point being 2.73 miles northerly, along the existing alignment, of the connection with the existing Redwood Highway. The end point of the survey is Mile Point 22.93, said point being the connection with the existing Redwood Highway, Mile Point 35.50. The overall length of the new location is 1.80 miles.

This is to be a survey to relocate the section on higher ground to avoid inundation by both surface water and the Applegate River. Beginning at a point on the existing highway and running in a general southeasterly direction, following the foot of the hills to the existing Redwood Highway at the west end of the Applegate River Bridge. From the end of survey the route will follow the existing Redwood Highway for a few hundred feet and connect to the relocated Redwood Highway now under construction. There are no towns involved in this survey.

The general route was laid after a study of the flooding resulting from the storms of December 1955. A reconnaissance type of survey was made to determine control points for the basis of the relocation. Routine soils investigations will be made. No economic analysis is necessary.

The 1955 ADT is 400, the projected 1975 ADT is 800. This is to be a Class "C"-60 highway with a maximum grade of 1.3% and maximum curvature of 6°. The typical roadbed section is two 10-foot running lanes with 4-foot shoulders. The tentative base design by Ray Webber, March 27, 1956, is as follows:

Crusher Run Base	8"
Leveling Course	1½"
Asphaltic Concrete	3"
Total	12½"

The following is an estimated comparison between the proposed route and the existing highway:

	Proposed Route	Existing Hwy.
Rise and Fall	72 feet	60 feet
Central Angle	112°	319°
Length	1.80	2.73
Maximum Degree of Curvature	6°	28°

Deviation from the standards set forth for this class of highway in Section 10, Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

This is to be an unrestricted access section with all access points "at grade". There are no railroad or stream crossings involved on the survey.

There are two possible sources of material available, one about 0.75 mile north of the center of the project for which the acquisition of a haul road would be necessary. The other is about 0.50 mile south of the south end of the project. No haul road would be required for this source. Both sources have adequate quantities available.

No agreement with city or county is necessary. All or the major portion of the existing facility should be abandoned and reverted to the property owners with the reservation that the State retain the right of access to a stockpile site now located adjacent to the present highway.

There are no state parks involved in this survey.

March 30, 1956

Attach.

cc - R. H. Baldock
W. C. Williams
Forrest Cooper
Tom Edwards
G. E. Roberts
P. M. Stephenson
Ray Webber (2)
J. W. Cattrall
F. B. Crandall
C. H. Armstrong
R. L. Porter
Frank Hall
Roy Edgerton

RECEIVED
APR 2 1956
OFFICE OF
[illegible] ENGINEER

RECEIVED
OCT 18 1956
FOR FILING
FORM E30—50M—11-55—90224

ER-10(2)

4811

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1956

SUBJECT:

N
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

Herewith seven copies of a sketch map for use in securing survey approval of the River Banks Farm Section of the Rogue River Loop Highway.

This is a 1956 emergency relief fund project scheduled for the August letting with an allocation of $175,000.00.

Mr. Cooper has checked and approved these prints.

Forrest Cooper
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

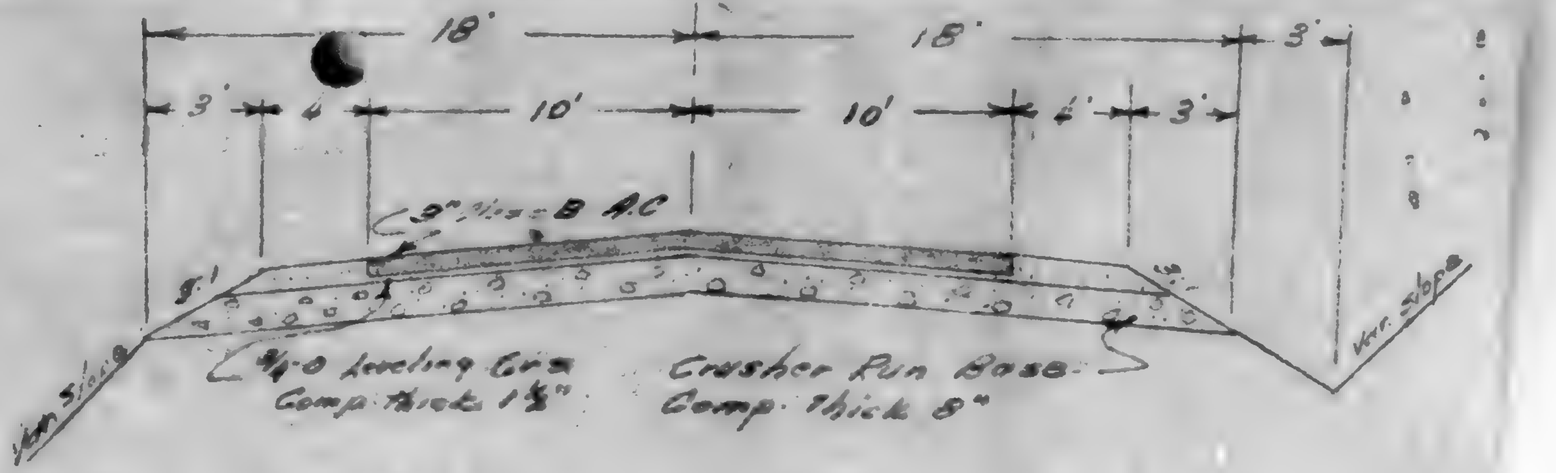
EAP:of

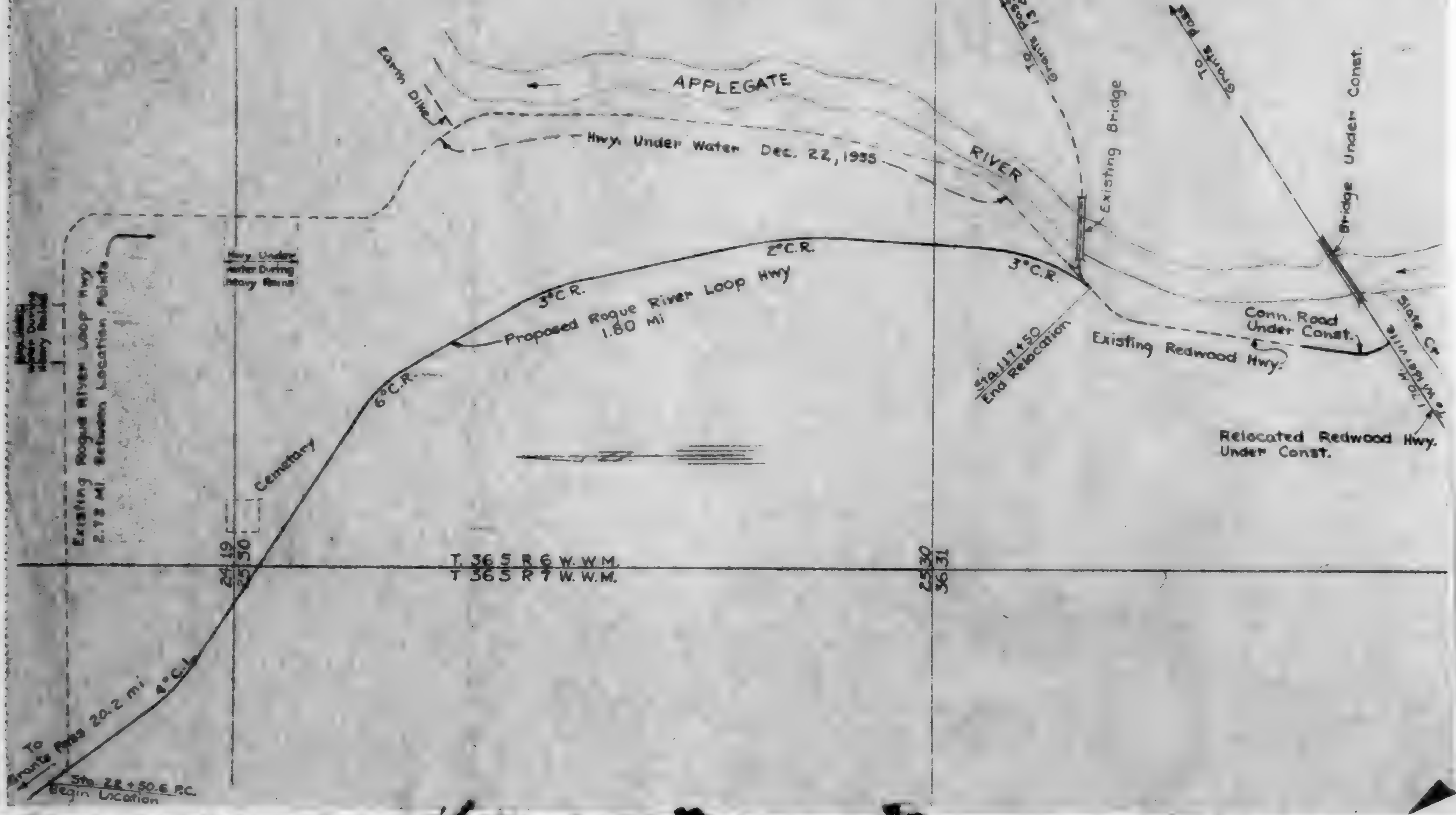
Encls.

OREGON STATE HIGHWAY DEPARTMENT
SKETCH MAP OF PROPOSED RELOCATION
OF RIVER BANKS FARM SECTION OF THE
ROGUE RIVER LOOP HIGHWAY

JOSEPHINE COUNTY

SCALE: 1" = 1000'


18'
18'
3'
3'
4
10'
10'
4'
3'
3" Class B A.C
3:1
3:1
Var. Slope
Var. Slope
3/4-0 Leveling Crs
Comp. thick 1½"
Crusher Run Base
Comp. thick 8"


Earth Dike
APPLEGATE
RIVER
Hwy. Under Water Dec. 22, 1955
Hwy. Under Water During Heavy Rains
Hwy. Under Water During Heavy Rains
Existing Rogue River Loop Hwy
2.73 Mi. Between Location Points
Proposed Rogue River Loop Hwy
1.80 Mi
6°C.R.
3°C.R.
2°C.R.
3°C.R.
4°C.L.
Cemetary
24 19
25 30
25 30
36 31
T. 36 S R 6 W. W.M.
T 36 S R 7 W. W.M.
To Grants Pass 20.2 mi
Sta. 22 + 50.6 P.C.
Begin Location
To Grants Pass 13.4 mi
Existing Bridge
To Grants Pass
Bridge Under Const.
Sta. 117 + 50
End Relocation
Existing Redwood Hwy.
Conn. Road Under Const.
Slate Cr.
1.70 M. Wilderville
Relocated Redwood Hwy.
Under Const.

F-147(12) East Unit, Fort Rock Road- 1956
Brothers Sec. of Central Oreg.
#4812 Hwy. (Grading and paving)

RECEIVED
NOV 6 1957

W.C. Williams

East Unit, Fort Rock Road-
Brothers Section
Contract No. 4812 NOTED
F 147(12) W. C. WILLIAMS

Final Cost Analysis

Grading and Paving
Warren Northwest, Contractor
H. S. Cox, Resident Engineer

November 4, 1957
Central Oregon Highway
Prefix 9-1043 F 147(12)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Drainage Exc., Unclass.	410.98	Cu. Yds.	$ 3.00	$1.954	$ 803.06	$ 1,232.94
*Special Borrow Excavation	50,025	Cu. Yds.	0.35	0.282	14,156.05	17,508.75
*Truck Haul on Special Borrow	39,705	Yd. Miles	0.16	0.127	5,077.79	6,352.80
*Blade Grader	52	Hours	10.50	10.15	528.00	546.00
*Tractor and Loader	42.5	Hours	15.00	14.56	618.88	637.50
*Air Compressor	48.5	Hours	5.50	5.09	247.00	266.75
*Jackhammer	48.5	Hours	2.00	1.375	66.72	97.00
*Explosives	825	Lbs.	0.60	0.436	359.86	495.00
Prep. of Exist. Shldr. Areas	10.47	Miles	250.00	98.15	1,027.64	2,617.50
*43" Arch-type Corr. Metal Pipe	362	Lin. Ft.	15.00	12.56	4,546.31	5,430.00
**Metal Guard Rail	909	Lin. Ft.	3.00	2.75	2,499.75	2,727.00
**Metal Sight Post	350	Each	2.75	2.38	833.00	962.50
1"-0 Mat'l in Base	26,817	Cu. Yds.	2.25	2.048	54,940.24	60,338.25
Preparation of Base	100%		300.00		249.69	300.00
3/4"-0 in Binder Course	290	Cu. Yds.	5.00	3.45	1,001.30	1,450.00
MC-2 Asph. in Binder Course	30.31	Tons	55.00	48.25	1,462.66	1,667.05
Asphaltic Concrete Mixture	29,924.21	Tons	3.40	3.04	91,230.03	101,742.31
85-100 Asph. in Mixture	1,886.98	Tons	35.00	33.87	63,917.88	66,044.30
RS-1 Asphalt in Tack Coat	8.84	Tons	50.00	59.00	521.62	442.00
Extra for Asph. Conc. Approaches	4	Each	25.00	24.83	99.34	100.00
Furn. & Place Aggregate	1,944	Cu. Yd.	4.00	4.22	8,207.49	7,776.00
RS-1 Asph. in Shldr. Oiling	58.20	Tons	44.00	47.71	2,777.22	2,560.80
*PA #1 - 18" CMP, Coated	708	Lin. Ft.	5.39	4.14	2,930.88	3,816.12
*PA #1 - 12" CMP, Coated	30	Lin. Ft.	4.75	3.37	101.12	142.50
*PA #1 - 24" CMP, Coated	62	Lin. Ft.	8.00	7.22	447.90	496.00

Contract No. 4812

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*PA #1 - 36" CMP, Coated	70	Lin. Ft.	$ 12.70	$13.85	$ 969.82	$ 889.00
*PA #1 - 48" CMP, Coated	22	Lin. Ft.	25.95	17.79	391.37	570.90
PA #2 - Furn. & Place 120-150 Asph.	96.49	Tons	41.00	44.82	4,324.81	3,956.09
PA #3 - Purchase Excess ¼"-#10 Aggregate in Stockpile	638.68	Cu. Yds.	2.50	1.185	756.84	1,596.70
Force Account (State's Share of Flagging Cost)					1,889.22	1,889.22
					$267,077.14	$294,650.98

* Work Done all or in Part by Jack Robinson

** Work Done all or in Part by Vern Hoaglin

	Gross Revenue	Cost	Net Profit	% Profit
Warren Northwest, Inc.	$255,171.98	$234,834.90	$20,337.08	7.9%
Jack Robinson	39,479.00	32,242.24	7,236.76	18.3%
	$294,650.98	$267,077.14	$27,573.84	9.3%

DETAIL OF COST

Warren Northwest, Inc.

Labor:							
Labor and Supervision						$ 44,958.11	
Labor Insurance						3,324.46	
Health and Welfare						1,067.42	
							$ 49,349.99
Materials:							
85-100 Asphalt	1,886.98	Tons	At	$33.14	Inc. Frt.	$ 62,664.59	
120-150 Asphalt	96.49	Tons	"	33.40	Inc. Frt.	3,213.34	
MC-3 Asphalt	30.31	Tons	"	36.23	Inc. Frt.	1,098.16	
RS-1 Asphalt	67.04	Tons	"	35.68	Inc. Frt.	2,392.00	
							$ 69,468.08
Equipment Rentals and Misc. Supplies:							
Equipment Rentals (Owned)						$ 40,275.05	
Hired Trucks (Fully Operated)						38,882.22	
Gas, Oil, and Grease						6,839.40	
Heating Oil						7,703.08	
P.L. and P.D. Insurance						561.98	
Small Tools and Misc. Supplies						1,611.00	
Freight and Cartage						4,766.34	
Cost of Water for Paving Plant						1,031.25	
Bond						2,113.66	
Home Office and General Overhead						8,900.10	
							$112,684.08
Paid to Jack Robinson							39,479.00
Paid to Vern Hoaglin							3,332.75
				Total Cost			$274,313.90

BREAKDOWN OF CRUSHING COST

Contract No. 4812

Item	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	54,040	Cu. Yds.	$ 8,491.78	$0.157
Stripping Gravel Pit	54,040	Cu. Yds.	2,926.73	0.054
Haul to Crusher	54,040	Cu. Yds.	17,605.98	0.325
Crushing	54,040	Cu. Yds.	24,576.72	0.454
	54,040	Cu. Yds.	$53,601.21	$0.99
Haul and Stockpile Shoulder & Oil Rock	2,872.6	Cu. Yds.	$561.62	$0.195

The crushing plant operated 405 hours for an average production of 133.4 cubic yards per working hour.

BREAKDOWN OF PAVING COST

Contract No. 4812

Item	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	29,924.21	Tons	$ 6,345.62	$0.212
Feed Plant	29,924.21	Tons	2,740.04	0.091
Heat and Mix	29,924.21	Tons	25,184.20	0.841
Cost of Aggregate	29,924.21	Tons	24,215.42	0.809
Haul to Road	29,924.21	Tons	21,350.66	0.713
Streetwork & Flagging	29,924.21	Tons	11,394.09	0.38
Cost of Plant Mix on Road	29,924.21	Tons	$91,230.03	$3.04
Cost of Asphalt Bid Separately	29,924.21	Tons	63,917.88	2.135
Total Cost of Plant Mix, Inc. Asphalt				$5.175

A 5,000 pound batch plant operated 154.5 hours to produce 29,924.21 tons or an average of 193.6 tons per working hour.

Jack Robinson

DETAIL OF COST

Labor:

Labor and Supervision	$ 8,478.83	
Labor Insurance	508.69	$ 8,987.52

Materials:

12" CMP	30 Lin. Ft. Inc. Bands	At	$ 2.08	$ 70.72	
18" CMP	708 Lin. Ft. Inc. Bands	"	2.91	2,173.77	
24" CMP	62 Lin. Ft. Inc. Bands	"	4.55	304.85	
36" CMP	70 Lin. Ft. Inc. Bands	"	8.95	680.20	
48" CMP	22 Lin. Ft. Inc. Bands	"	12.15	291.60	
43" Arch Type CMP	362 Lin. Ft. Inc. Bands	"	9.57	3,646.17	$ 7,167.31

Equipment Rentals and Misc. Supplies:

Equipment Rentals (Owned)	$11,298.59	
Gas, Oil, and Grease	1,950.09	
Freight and Cartage	806.00	
P.L. and P.D. Insurance	105.98	
Small Tools and Misc. Supplies	405.15	
Explosives	237.93	
Bond	344.57	
Home Office and General Overhead	939.10	$16,087.41

Total Cost $32,242.24

Contract No. 4812

REMARKS:

This was a "Federal-Aid Primary Project" calling for the construction of 11.97 miles of highway roadbed, construction of 11.97 miles of stone base, construction of 11.97 miles of asphaltic concrete pavement and the construction of 11.97 miles of Type 0-9 oil mat wearing surface on shoulders. The project was bid September 27, 1956. Work started October 15, 1956 and the project was completed July 1, 1957.

On October 15, 1956 the contractor started moving in and setting up the crushing plant in the State-controlled gravel pit located on the northerly side of and adjacent to the highway at Mile Point 27.15 on the Central Oregon Highway. The crushing plant was fed with a 1½-yard shovel and two 6-cubic yard dumpters. All plant mix material was run out on belts to stockpiles and a D8 cat and dozer was used in stockpiling. Two D8 cats and dozers were used in stripping of the gravel pit, one full time and one part time. The crushing plant operated two shifts per day and all crushing was completed December 14, 1956.

Jack Robinson sublet Items 1-16 inclusive at bid prices. Grading was started March 18, 1957. All grading and pipe work was completed April 19, 1957. The subcontractor, having new equipment with very little down time, was able to realize a nice profit.

A 5,000 lb. batch paving plant was moved into stockpiles May 3, 1957. Paving started May 13, 1957 and all paving was completed June 14, 1957.

Vern Hoaglin sublet metal guard rail at $2.75 per lineal foot and sight posts at $2.38 each.

The contractor, having high production on both crushed materials and asphaltic concrete, realized a fair profit from this project.

M. N. Juve,
Chief Cost Analyst

By

K. T. Wechter

RECEIVED
SEP 1[illegible] 1957
FOR FILING

F 147 [illegible]

files

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 17, 1957

(CONTRACT NO.) 4812	(EST. NO.)	(CONTRACTOR)	
4812	10 Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21105	H191775	$ 8,839.53	September 17, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 120 workdays from 10-15-56

Time Extensions: None

Completion Date: July 1, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 18, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 1[illegible] 1957

NOTED ON CARD
em

RECEIVED
SEP 4 - 1957
~~FOR FILING~~
[illegible]
[illegible]

September 4, 1957

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 4812 for work performed on the East Unit, Fort Rock Road- Brothers Section of the Central Oregon Highway in Deschutes County was completed by the contractor, Warren Northwest, Inc., on July 1, 1957 and was formally accepted by the Highway Commission on August 8, 1957.

Final payment in the amount of $8,839.53 will be released to the contractor on or after September 14, 1957. The total contract amount is $294,650.98, of which amount $1,889.22 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Federal Insurance Company
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
9-4-57
rn

RECEIVED
AUG 1 1957
FOR FILING

4812

July 31, 1957

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland, 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., in connection with Contract No. 4812, for grading and paving on the East Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County. This payment, in the amount of $1,574.99, will be released to the contractor on or after August 10, 1957. The retained percentage is $8,839.53.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

Form E-1—10M—6-56

A

4812

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 19, 1957, 19

Section E. Unit Fort Rock Road - Brothers

Kind of work Grading & Paving

Highway Central Oregon

Section prefix 9-1043

Contractor Warren Northwest Inc.

Contract number 4812

Date of contract 9-27-56, 19

Date of completion 120 w.d. begin 10-15-56, 19

Date work started 10-15-56, 19

Estimated date of completion 7-1-57, 19

Project authorization $ 349,286.63

Exclusive of Engineering $ 324,448.47

Per cent of time elapsed 76.30 %

~~Estimated~~ Final cost of completed project, exclusive of engineering $ 295,298.48

~~Estimated~~ per cent ~~overrun~~ or underrun 15.46 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 24,838.16

Engineering cost to date $ 15,800, 63.61 %

Date project was completed July 1, 1957, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi - Final estimate is being turned into the Division Office as of this date.

Final Report.

Noted
M. N. Juve

CONSTRUCTION DIVISION
RECEIVED
JUL 22 1957
NOTED ☒ ☒ ☒ ☐ ☒
CE ACE ACE CE

NOTED
FORREST COOPER

NOTED
C. E. PAULSEN

Signed H.S. Cox
H.S. Cox

Address Box 151 Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	11.97	11.97		11.97	11.97
Miles partially completed					
Miles completed	11.97	11.97		11.97	11.97
Total estimated quantities (contract)	49,400	26,300		Agg 2,250 Asph.2270	30,600
Total quantities corrected to date	50,025	26,817		Agg. 2,234 Asph.2,050	29,92 4.21
Estimated quantities moved or placed to date	Same	Same		Same	Same
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift				no work	
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	air all week		
Thursday			
Friday			
Saturday			

RECEIVED
JUL 22 1957
FOR FILING

[illegible]

4812

July 19, 1957

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4812, for grading and paving on the East Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County.

This payment, in the amount of $91,114.95, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $8,790.82. The present payment will be released on or after July 29, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

am

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
JUL 22 1957
FOR FILING

[illegible]

4812

July 19, 1957

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4812, for grading and paving on the East Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County.

This payment, in the amount of $91,114.95, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $8,790.82. The present payment will be released on or after July 29, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
JUL 10 1957
FOR FILING

F-147 (12)

4812

July 6, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 263 covering painting and reflectorizing sight posts on the East Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County, Contract No. 4812, in connection with Federal Aid Project No. F-147(12).

Sight posts installed by the contractor were not painted and reflectorized. The contractor is not equipped to perform this work. The State sign crews are equipped and trained to do the work more economically.

Equipment rental rates will conform to the established schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
JUL 10 1957
FOR FILING

F-147(12)

4812

July 8, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 1, 1957, on Contract No. 4812, E. Unit, Fort Rock Road-Brothers Section, in Deschutes County, in connection with Federal Aid Project No. F-147(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
JUL 10 1957
FOR FILING

F-147(12)

4812

July 8, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 1, 1957, on Contract No. 4812, E. Unit, Fort Rock Road-Brothers Section, in Deschutes County, in connection with Federal Aid Project No. F-147(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence C. Swenson

RECEIVED
JUN 10 1957
FOR FILING

FORM [illegible]—37,900—[illegible]—1497

F-147 (12)

4812

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1957

SUBJECT:

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

The subcontract between Warren Northwest, Inc. and Vern Hoaglin Construction Company, covering Items 17 and 18, on the East Unit, Fort Rock Road-Brothers Contract No. 4812, Oregon F-147 (12) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
JUN 7 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 31 1957
FOR FILING

F-147(12)

4812

January 29, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In compliance with your request of January 24, 1957, we are returning copies of Price Agreement No. 1, Contract No. 4812, E. Unit, Fort Rock Road-Brothers Section in Deschutes County, Oregon Project No. F-147(12), upon which we have inserted the contract prices for uncoated corrugated metal pipe, which is the type of pipe being eliminated under the price agreement.

To further clarify this price agreement, we advise that the sizes, quantities and costs of the pipe eliminated on the project are as follows:

12" Corrugated Metal Pipe	30 lin. ft.	$ 4.50	$ 135.00
18" Corrugated Metal Pipe	780 lin. ft.	5.00	3,900.00
24" Corrugated Metal Pipe	100 lin. ft.	7.50	750.00
36" Corrugated Metal Pipe	80 lin. ft.	12.00	960.00
48" Corrugated Metal Pipe	24 lin. ft.	25.00	600.00
			$6,345.00

The price agreement establishes the price for asphalt coated pipe in lieu of uncoated pipe. The sizes are as in the contract bid items. The quantities are revised in line with our engineer's latest estimate.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DDF:la

Encls.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

January 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning Price Agreement No. 1, Contract No. 4812 in connection with Oregon Federal-aid Project No. F-147 (12) to obtain additional information.

Request is made that in this price agreement all sizes of eliminated pipe be shown with the costs thereof.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

Encls.

RECEIVED
JAN 25 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
JAN 2 - 1957
FOR FILING

F-147 (12)

4812

December 31, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State share of flagging costs on the East Unit, Fork Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County, Contract No. 4812, in connection with Federal Aid Project No. F-147(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
DEC 19 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 17, 1956

SUBJECT: E. Unit, Fort Rock Road-Brothers
Central Oregon Highway
Contract No. 4812

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Reference is made to Laboratory Reports No. 408967 and 408968 showing variations in gradation of the 3/4"-1/2" crushed gravel produced by Warren Northwest, Inc., as follows:

No. 408967 - Suitable, sampled on November 28, 1956
No. 408968 - ± 30 percent excess passing ½-inch, sampled on November 29, 1956, noted as "not suitable".

It would appear that plant screening is necessary where small quantities of crushed aggregate are being produced in order that the quality of the aggregate is maintained at an acceptable level.

Will you please instruct the resident engineer to resample the 3/4"-1/2" aggregate produced since November 29th, or the stockpile of aggregate so that an average gradation of the material may be on record.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: Forrest Cooper
Ray Webber

NOTED
FORREST COOPER

RECEIVED
DEC 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

CP 18-2324

RECEIVED
NOV 29 1956
FOR FILING

F-147(12)

4812

State Oregon

Project No. F-147(12)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of November, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of August, 1956, a program, which was approved on the 30th day of August, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 10th day of September, 1956, and the sum of two hundred eleven thousand, and 00/100 dollars ($ 211,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources ______
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 1562+00 and 2214+02, northwest of Brothers.

______, length 11.967 miles, in Deschutes County, being Oregon project No. F-147(12), consisting of 11.967 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,* ______ ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred eleven thousand, and 00/100 dollars ($211,000.00), which does not exceed the authorized Federal pro rata share of three hundred forty one thousand, five hundred twenty four and 70/100 dollars ($341,524.70), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

November 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Fort Rock Road-Brothers Section, Project No. F-147(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:bb

4812

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Fort Rock Road- Brothers Section
Central Oregon Highway
Deschutes County

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4812 Warren Northwest, Inc. 9-27-56

DATE OF COMPLETION:

120 Workdays from 10-15-56

REMARKS:

A

October 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Fort Rock Road-Brothers Section, Project No. F-147(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HWC:ia

Oregon State Highway Department

Federal Aid
Project No. F-147(12)

FORT ROCK ROAD-BROTHERS SECTION OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 15, 1956

Type Code 6201
Roadway (Sta. 1562+00 Thru Eq. 1739+29-1759+43 to Sta. 2214+02)(Cont. No. 4812)

500 cu. yds.	Drainage Excavation, Unclassified	$3.00	$ 1,500.00
49,400 cu. yds.	Special Borrow Excavation, Common	0.35	17,290.00
52,000 yd. mi.	Truck Haul on Special Borrow	0.16	8,320.00
140 hours	Blade Grader	10.50	1,470.00
20 hours	Tractor and Loader	15.00	300.00
40 hours	Dump Trucks	7.50	300.00
80 hours	Air Compressor	5.50	440.00
80 hours	Jackhammer	2.00	160.00
2,000 lbs.	Explosives	0.60	1,200.00
10.47 mile	Preparation of Existing Shoulder Area	250.00	2,617.50
30 lin. ft.	12-inch Corrugated Metal Pipe	4.50	135.00
780 lin. ft.	18-inch Corrugated Metal Pipe	5.00	3,900.00
100 lin. ft.	24-inch Corrugated Metal Pipe	7.50	750.00
80 lin. ft.	36-inch Corrugated Metal Pipe	12.00	960.00
24 lin. ft.	48-inch Corrugated Metal Pipe	25.00	600.00
400 lin. ft.	43-inch Arch Type Corrugated Metal Pipe	15.00	6,000.00
900 lin. ft.	Metal Guard Rail	3.00	2,700.00
350 only	Metal Sight Posts	2.75	962.50
26,300 cu. yds.	1" - 0 Material in Base	2.25	59,175.00
All Required	Preparation of Base		300.00
200 cu. yds.	3/4" - 0 Material in Binder Course	5.00	1,000.00
30 tons	MC-2 Asphalt in Binder Course	55.00	1,650.00
30,600 tons	Asphaltic Concrete Mixture	3.40	104,040.00
1,840 tons	85-100 Asphalt in Mixture	35.00	64,400.00
90 tons	RS-1 Asphalt in Tack Coat	50.00	4,500.00
8 only	Extra for Asphaltic Concrete Approaches	25.00	200.00
140 tons	RS-2 Asphalt in Pavement Seal	43.00	6,020.00
700 cu. yds.	Aggregate in Pavement Seal	4.75	3,325.00
1,650 cu. yds.	Furnishing and Placing Aggregates	4.00	6,600.00
106 tons	150-200 Asphalt in Shoulder Oiling	41.00	4,346.00
64 tons	RS-1 Asphalt in Shoulder Oiling	44.00	2,816.00
			$307,977.00
All Required	Flagging (57½% of Contractor's Cost)		2,500.00
	Subtotal		$310,477.00
	10% Engr. & Cont.		31,047.70
	Total		$341,524.70

Length of Roadway 11.967 Miles
Cost of Roadway Per Mi. $28,538.87

Federal Funds -	$211,000.00
State Funds- -	130,524.70
	$341,524.70

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. F-147(12)

FORT ROCK ROAD-BROTHERS SECTION
OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Sept. 7, 1956

Type Code 6201
Roadway (Sta. 1562+00 thru Eq. 1739+29=1759+43 to Sta. 2214+02)

500	cu. yds.	Drainage Excavation, Unclassified	$ 3.00	$ 1,500.00
49,400	cu. yds.	Special Borrow Excavation, Common	0.40	19,760.00
52,000	yd. mi.	Truck Haul on Special Borrow	0.18	9,360.00
140	hours	Blade Grader	10.50	1,470.00
20	hours	Tractor and Loader	16.50	330.00
40	hours	Dump Trucks	7.50	300.00
80	hours	Air Compressor	5.50	440.00
80	hours	Jack Hammer	2.00	160.00
2,000	lbs.	Explosives	0.60	1,200.00
10.47	miles	Preparation of Existing Shoulder Area	250.00	2,617.50
30	lin. ft.	12-inch Corrugated Metal Pipe	4.50	135.00
780	lin. ft.	18-inch Corrugated Metal Pipe	6.00	4,680.00
100	lin. ft.	24-inch Corrugated Metal Pipe	7.50	750.00
80	lin. ft.	36-inch Corrugated Metal Pipe	12.00	960.00
24	lin. ft.	48-inch Corrugated Metal Pipe	25.00	600.00
400	lin. ft.	43-inch Arch Type Corrugated Metal Pipe	15.00	6,000.00
900	lin. ft.	Metal Guard Rail	2.50	2,250.00
350	only	Metal Sight Posts	3.00	1,050.00
26,300	cu. yds.	1" - 0 Material in Base	2.00	52,600.00
All Required		Preparation of Base		200.00
200	cu. yds.	3/4" - 0 Material in Binder Course	3.50	700.00
30	tons	MC-2 Asphalt in Binder Course	45.00	1,350.00
30,600	tons	Asphaltic Concrete Mixture	4.00	122,400.00
1,840	tons	85-100 Asphalt in Mixture	35.00	64,400.00
90	tons	RS-1 Asphalt in Tack Coat	45.00	4,050.00
8	only	Extra for Asphaltic Concrete Approaches	30.00	240.00
140	tons	RS-2 Asphalt in Pavement Seal	45.00	6,300.00
700	cu. yds.	Aggregate in Pavement Seal	5.00	3,500.00
1,650	cu. yds.	Furnishing and Placing Aggregates	5.00	8,250.00
106	tons	150-200 Asphalt in Shoulder Oiling	60.00	6,360.00
64	tons	RS-1 Asphalt in Shoulder Oiling	60.00	3,840.00
				$327,752.50
All Required		Flagging (57½%)of Contractors Cost)		2,500.00
			Subtotal	$330,252.50
			10% Engr. & Cont.	33,025.25
				$363,277.75

Length of Roadway	11.967 miles
Cost of Roadway per mile	$30,356.62

Federal Funds- $219,000.00
State Funds- 144,277.75
$363,277.75

A

RECEIVED
NOV 1 1956
FOR FILING

F 147 (12)

4812

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1956

SUBJECT:

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

The subcontract between Warren Northwest, Inc. and Jack Robinson, Inc., covering Items 1 to 16, inclusive, on the East Unit, Fort Rock Road Brothers, Contract No. 4812, Oregon F-147 (12) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
NOV 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1956
FOR FILING
F-147 (12)
4812

October 24, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 15, 1956, on Contract No. 4812, East Unit, Fort Rock Road-Brothers Section, in Deschutes County, in connection with Federal Aid Project No. F-147(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DMP:ia

RECEIVED
OCT 24 1956
FOR FILING

[illegible]

4812

October 23, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4812, which was awarded to by the State Highway Commission on September 27, covering the East Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
OCT 2 1956
FOR FILING

F-147 (12)

4812

October 1, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on September 27, 1956, awarded to you State Highway Contract No. 4812 for grading and paving and guardrail construction on East Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway in Deschutes County.

This award was based on your bid of $307,977.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

eam

CC: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

A

RECEIVED
OCT 3 1956
File
FOR FILING
OREGON DISTRICT

F 147 (12)
4812

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 27, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4812 for Oregon Project F-147(12), East Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway, to Warren Northwest, Inc., of Portland, Oregon, low bidder in the amount of $307,977.00 at the September 27, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 2 1956
OREGON
STATE HIGHWAY COMMISSION

8

RECEIVED
SEP 13 1956
FOR FILING

OREGON DISTRICT F-147(12)

4812

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 10, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project F-147(12), East Unit, Fort Rock Road-Brothers Section of Central Oregon Highway. This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
SEP 17 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 7 1956
FOR FILING
F-147 (12)
4512

September 6, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to Project F-147(12), East Unit, Fort Rock Road-Brothers Section of the Central Oregon Highway.

Much of the embankment material required for the project is borrow material and owing to the scab rock nature of the terrain, this borrow will have to be gathered from scattered pockets, shallow in depth and irregular in form, making measurement in place difficult, if not impossible. For that reason, we consider it advisable to specify truck measurement for the borrow materials. The quantity involved is 49,000 cubic yards.

May we have your approval of this manner of measurement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

I-78(33) Fords Bridge Unit, Myrtle 1956
Cr.-Canyonville Sec. of
#4813 Pacific Hwy. (Paving)

NOTE
W. C. WILL

FORDS BRIDGE UNIT
CONTRACT NO. 4813

August 12, 1958

FINAL COST ANALYSIS
PAVING
C. R. O'NEIL, CONTRACTOR
J. R. HAGEDORN, RESIDENT ENGINEER

PACIFIC HIGHWAY
PREFIX 10-1029-201 (41)

Item 4813	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
			$	$	$	$
8" Corr. Metal Pipe	43	Lin.Ft.	2.15	1.87	80.52	92.45
*Concret in Islands	287.27	Cu.Yd.	34.00	33.00	9,479.91	9,767.18
*Concrete Curbs	35.65	cu.yd.	47.00	38.00	1,354.70	1,675.55
*Concrete Catch Basins	1	each	75.00	73.00	73.00	75.00
**Metal Guard Rail	7,965	Lin.Ft.	2.90	2.61	20,797.72	23,098.50
**Metal Median Barrier	2,912.5	Lin.Ft.	4.30	3.05	8,897.86	12,523.75
**Metal Sight Posts	137	each	2.50	2.45	335.93	342.50
*1¼" Electrical Conduit	413.25	Lin.Ft.	1.50	1.50	619.88	619.88
***Coarse Crush Mat'l in base	26,270	Cu.Yd.	1.65	1.23	32,353.47	43,345.50
***3/4"-0 Mat'l in base	5,413	Cu.Yd.	1.75	1.75	9,487.73	9,472.75
***Sprinkling	1,032	M/Gal.	2.00	2.41	2,483.56	2,064.40
***Preparation of base	100%	all	750.00	518.94	518.93	750.00
***3/4"-0 Mat'l in binder course	364	Cu.Yd.	3.25	2.34	852.14	1,183.00
***RC-3 Asphalt in binder course	65.44	Ton	42.50	39.05	2,555.66	2,781.20
***Asphalt Concrete Misxture	14,680.97	Ton	3.10	3.23	47,497.54	45,511.00
***85-100 Asphalt in Mixture	871.34	Ton	35.50	33.32	29,033.49	30,932.57
***RS-1 Asphalt	4.31	Ton	50.00	53.82	231.86	215.50
***Extra for Asph.Conc.Approaches	9	each	25.00	15.35	137.96	225.00
***Furnish & place aggregate	435	Cu.Yd.	3.50	3.15	1,373.73	1,522.50
**Type 2 Fence	769.42	Rod	4.20	4.13	3,179.30	3,231.56
**Median Fence	35.03	Rod	19.00	6.29	220.66	665.57
***PA#2 200-300 Asphalt	32.55	Ton	40.00	41.00	1,334.29	1,302.00
***PA#3 RS-2 Asphalt	9.81	Ton	42.00	42.77	419.58	412.02
PA#4 Purchase excess Collins Metal Guard Rail	487.5	Lin.Ft.	1.04	1.04	507.00	507.00

FINAL COST ANALYSIS (CONTINUED)

Item	Quantity	Unit	Unit Bid $	Unit Cost $	Total Cost $	Gross Revenue $
PA#4 8"x8"x6'4" Guard Rail Posts	69	each	5.85	5.85	403.65	403.65
*PA#5 Cement Adj. in favor of State	4.7124	Bbl	11.17	- -	- -	- 52.64
**Force Account					3,813.44	4,593.43
					$178,043.52	$197,260.82

*Work done all or in part by Pacific Concrete Company
**Work done all or in part by Vern Hoaglin
***Work done all or in part by Warren Northwest Company, Inc.

	Gross Revenue	Total Cost	Net Profit	% Profit of Gross Revenue
C. R. O'Neil	$ 56,286.95	$ 48,643.54	$ 7,643.41	13.58%
Warren Northwest Company, Inc.	140,973.87	129.399.98	11,573.89	8.21%
	$197,260.82	$178,043.52	$19,217.30	9.74%

WORK DONE BY C. R. O'NEIL
CONTRACT NO. 4813

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
			$	$	$	$
8" Corr. Metal Pipe	43	Lin.Ft.	2.15	1.87	80.52	92.45
*Concrete in Islands	287.27	Cu.Yd.	34.00	33.00	9,479.91	9,767.18
*Concrete Curbs	35.65	Cu.Yd.	47.00	38.00	1,354.70	1,675.55
*Concrete Catch Basins	1	Each	75.00	73.00	73.00	75.00
**Metal Guard Rail	7,965	Lin.Ft.	2.90	2.61	20,797.72	23,098.50
**Metal Median Barrier	2,912.5	Lin.Ft.	4.30	3.05	8,897.86	12,523.75
**Metal Sight Posts	137	Each	2.50	2.45	335.93	342.50
*1¼" Electrical Conduit	413.25	Lin.Ft.	1.50	1.50	619.88	619.88
**Type 2 Fence	769.42	Rod	4.20	4.13	3,179.30	3,231.56
**Median Fence	35.03	Rod	19.00	6.29	220.66	665.57
PA#4 Purchase excess Collins Metal Guard Rail	487.5	Lin.Ft.	1.04	1.04	507.00	507.00
PA#4 8"x8"x6'4" Guard Rail Posts	69	Each	5.85	5.85	403.65	403.65
PA#5 Cement adj. in Favor of State	11.17	Bbl	4.7124	--	--	- 52.64
Force Account					2,693.41	3,337.00
					$48,643.54	$56,286.95

*Work done all or in part by Pacific Concrete Company

**Work done all or in part by Vern Hoaglin.

CONTRACT NO. 4813

DETAIL OF COST
C. R. O'NEIL, CONTRACTOR

Labor:

Labor	$ 695.63	
Labor Insurance	50.36	
Health & Welfare	22.81	$ 768.80

Materials:

8" Corr. Metal Pipe	43	Lin. Ft.	at	$1.4765	63.48	
7' End Posts	23	" "	"	5.66	130.18	
7' Corner Posts	16	" "	"	8.10	129.60	
6½' Brace Posts	19	" "	"	5.75	109.25	
6½' T Posts	770	" "	"	0.9273	714.02	
5½' Posts	46	" "	"	0.803	36.94	
6' End Posts	2	" "	"	5.66	11.32	
5½' Brace Posts	2	" "	"	5.75	11.50	
Field Fence	769.42	Rod	"	0.869	668.62	
Diamond Mesh Fence	35.03	"	"	2.38	83.37	
Barb Wire	29	Rolls	"	9.75	282.75	
Guard Rail	7,965	Lin. Ft.	"	1.09	8,681.85	
Wood Posts	696	" "	"	5.85	4,071.60	
Median Barrier	2,912.5	" "	"	2.17	4,150.12	
Wood Posts	236	" "	"	4.60	1,085.60	
Paint	130	Gal.	"	1.73	225.00	
Paint	105	"	"	1.676	176.00	
Guard Rail	487.5	Lin. Ft.	"	1.04	507.00	
Top Soil	396	Cu. Yd.	"	1.00	396.00	
Sight Posts	137	" "	"	1.38	189.06	21,723.26

Equipment Rentals & Misc. Expenses:

Equipment Rental (owned)	1,256.84	
Gas, Oil & Grease	151.24	
Bond	689.36	
Small Tools	9.43	
P.L. & P.D. Insurance	8.69	
Home Office & General Overhead	492.15	2,607.71
Paid Pacific Concret Company	11,527.49	
Paid Vern Hoaglin	12,016.28	23,543.77

TOTAL COST $48,643.54

WORK DONE BY WARREN NORTHWEST, INC.
CONTRACT NO. 4813

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
			$	$	$	$
Coarse Cr.Mat'l in base	26,270	Cu.Yd.	1.65	1.23	32,353.47	43,345.50
3/4"-0 Mat'l in base	5,413	Cu.Yd.	1.75	1.75	9,487.73	9,472.75
Sprinkling	1,032.2	M/Gal.	2.00	2.41	2,483.56	2,064.40
Preparation of Base	100%	all	750.00	518.94	518.94	750.00
3/4"-0 in Binder	364	Cu.Yd.	3.25	2.29	833.93	1,183.00
RC-3 in Binder	65.44	Ton	42.50	39.05	2,555.66	2,781.20
Asphalt Concrete Mixture	14,680.97	Ton	3.10	3.30	47,497.54	45,511.00
85-100 Asphalt	871.34	Ton	35.50	33.32	29,033.49	30,932.57
RS-1 Asphalt	4.31	Ton	50.00	53.82	231.86	215.50
Extra for Asphalt conc.approaches	9	Each	25.00	15.35	137.96	225.00
Furnish & place aggregate	435	Cu.Yd.	3.50	3.15	1,373.73	1,522.50
PA#2 200-300 Asphalt	32.55	Ton	40.00	41.00	1,334.29	1,302.00
PA#3 RS-2 Asphalt	9.81	Ton	42.00	42.77	419.58	412.02
Force Account					1,120.03	1,256.43
					$129,399.98	$140,973.87

Work done on Contract No. 4825	192,145.90	200,504.91
Work done on Contract No. 4847	31,910.85	48,678.59
	$353,456.73	$390,157.37

DETAIL OF COST
WARREN NORTHWEST, INC.

CONTRACT NOS. 4813; 4825; 4847

Labor:

Labor				$90,495.28	
Labor Insurance				7,026.59	
Health & Welfare				2,783.91	$100,305.78

Materials:

85-100 Asphalt	1,906.36	Ton at	$32.35	61,670.75	
RC-3 Asphalt	193.17	" "	34.79	6,720.39	
120-150 Asphalt	88.08	" "	35.12	3,093.38	
200-300 Asphalt	120.29	" "	35.12	4,224.59	
RS-1 Asphalt	27.14	" "	37.62	1,021.00	
RS-2 Asphalt	53.83	" "	35.15	1,892.12	
Class "A" Asphalt Concrete	21.09	Ton at	6.50	137.08	
Heat Oil	81,495	Gal. at	0.11073	9,024.35	87,783.66

Equipment Rental & Misc. Expenses:

Equipment Rental (Owned)	72,068.23	
" " (Hired)	46,770.28	
Gas, Oil & Grease	12,879.54	
Freight	13,251.25	
Bond	2,991.68	
Small Tools	183.53	
Travel Expenses	1,222.41	
P.L. & P.D. Insurance	1,412.28	
Field Office	3,510.80	
Home Office & General Overhead	11,077.29	165,367.29

TOTAL COST $353,456.73

BREAKDOWN OF PAVING COSTS

CONTRACT NOS. 4813; 4825; 4847

Item	Quantity	Unit	Total Cost $	Unit Cost $
Move in and set up	32,845.18	Ton	16,504.67	0.502
Mix	32,845.18	Ton	37,369.04	1.137
Aggregate	32,845.18	Ton	21,676.79	0.659
Cost of mixing at plant	32,845.18	Ton	75,550.50	2.298
85-100 100 Asphalt	1,906.36	Ton	63,520.88	33.32
Haul to Street Cont.# 4813	14,680.97	Ton	5,057.25	0.34
Street Work " " "	14,680.97	Ton	8,671.12	0.59
Haul to Street Cont.# 4825	16,102.8	Ton	6,757.54	0.42
StreetWork " " "	16,102.8	Ton	7,815.11	0.49
Haul and Place Patch Cont.# 4825	112.85	Ton	394.54	3.49
Haul to Street Cont.# 4847	1,948.56	Ton	966.81	0.50
Street Work " " "	1,948.56	Ton	1,295.53	0.66

Total operating time - 288 hrs.

Down time - 16 hrs.

Net operating - 272 hrs.

Average production - $\frac{32,845.18}{272}$ = 120.75 tons

BREAK DOWN OF CRUSHING COSTS

CONTRACT NOS. 4813; 4825; 4847

Item	Quantity	Unit	Total Cost $	Unit Cost $
Move in and set up	130,520.34	Cu.Yd.	13,401.74	0.102
Feed Crusher	130,520.34	Cu.Yd.	29,245.51	0.224
Crushing	130,520.34	Cu.Yd.	55,660.08	0.426
Haul and Stock pile	130,520.34	Cu.Yd.	6,706.36	0.052
A W Cost at crusher	130,520.34	Cu.Yd.	105,013.69	0.804

Total Crushing time - 763 hrs.

Down time - 15 hrs.

Net Crushing time - 748 Hrs.

Average Crush per hr. - $\frac{130,520.34}{748}$ = 174.49 Cu. Yds.

Remarks:

This was a "Federal Aid Interstate Project" located on the Pacific Highway in Douglas County. The northerly end of the project was approximately 0.55 mile north of the Fords Bridge over the South Umpqua River and about 5.5 miles south of the south city limits of Myrtle Creek. The southerly end of the project was approximately 1.5 miles north of the north city limits of Canyonville. The overall length of the project was 1.36 miles.

The work to be done under the contract consisted of the construction of 1.23 miles of stone base and shoulders on the main highway road bed, frontage roads and road connections; the construction of 1.23 miles of asphaltic concrete pavement on the main highway road bed and the construction of asphaltic concrete pavement on frontage roads and road connections; the construction of 1.23 miles of oil mat wearing surface, Type 0-11 modified, on the main highway road bed shoulders; the construction of concrete curbs and islands and the performance of such additional and incidental work as called for in the plans and specifications.

The project was bid in conjunction with the Fords Bridge-Canyonville unit on September 27, 1956 by C. R. O'Neil, contractor. The project was awarded to him on the same day and work began on the project on March 5, 1957. The project was completed on December 31, 1957 and the final estimate was dated April 1, 1958.

The work on the fencing and guard rail items was done by Vern Hoaglin who moved in his fencing crew, consisting of four men, a flat bed truck, a pickup truck, and a truck mounted auger. He began installing fence on March 5, 1957. He installed fence until March 27, 1957 at which time he began installing the guard rail. He completed all the installation of guard rail and fence possible on April 3, 1957, and moved out.

During the week ending July 27, 1957 the crew returned to the project and began installing guard rail. The installing continued intermittently until this work was completed during the week ending December 21, 1957.

Warren Northwest, Inc., who did the rock and asphalt items moved in and began setting up their four crusher crushing plant during the week ending April 19, 1957. He began crushing on May 3, 1957, feeding the plant with a one cu.yd. dragline and three hired trucks.

On May 9, 1957 he began hauling the coarse base material to the project using a D8 dozer to feed the hopper, two hired 20 cu.yd. truck trains to haul and a #12 blade, two 3-leg rollersand , a 5,000 gallon water truck in processing. All the base material was in place by June 7, 1957. He began placing the leveling course on June 11, 1957, completing this work on June 27, 1957.

The contractor placed the binder course during the week ending July 6, 1957.

The concractor moved in his 5,000 lb batching plant during the week ending June 22, 1957 and began setting up. He completed this work on July 10, 1957 and began paving on that date. In this work he used a D8 dozer to feed the plant, varying number of hired trucks to haul, two Barber Green pavers to place, a 3 leg roller and a two wheel tandum roller to compact. He paved on this project

Remarks Continued:

until July 26, 1957 at which time he moved his paving crew to the Fords Bridge-Canyonville Unit.

On September 23, 1957 he returned to this project and completed the paving on that date. Whileset up at this location the crushing and paving contractor manufactured the rock and asphaltic concrete for the Fords Bridge-Canyonville Unit, contract No. 4825, and that necessary for The Missouri Bottom-Fords Bridge Unit, contract No. 4847.

Although the paving contractor had good production the mixing item shows a loss due to low bid prices.

The concrete work was done by the Pacific Concrete Company. This contractor began work during the week ending September 21, 1957 and completed his work on October 24, 1957.

The principal contractor and the contractor on rock and paving having good equipment, supervision and plan of operation made good profits.

M. N. Juve
Chief Cost Analyst

By . . F. W. Sugnet

RECEIVED
MAY 14 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

I. 78 (33)
(CONTRACT NO.) (EST. NO.) (CONTRACTOR)

4813 4813 9 Final C. R. O'Neil

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

10049 H-211738 $5,789.22 5/12/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: 160 workdays from Oct. 15, 1956

Time Extensions: None

Completion Date: Dec. 31, 1957

Date Accepted: Feb. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: May 13, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

MAY 13 1958

NOTED ON CARD

RECEIVED
APR 19 1958
FOR FILING

T 78 (22)

4813

Apr. 10, 1958

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4813 for paving on the Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, C. R. O'Neil, on Dec. 31, 1957, and was formally accepted by the Highway Commission on Feb. 27, 1958.

Final payment in the amount of $5,789.22 will be released to the contractor on or after April 21, 1958. The total contract amount is $197,260.82, of which amount $4,593.43 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Form E-1—10M—7-87

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report No. 42 (Final report)

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 4, 1958

Section Fords Bridge Unit Myrtle Creek-Canyonville

Kind of work Paving

Highway Pacific County Douglas

Section prefix 10-1029

Contractor C. R. O'Neil

Contract number 4813

Date of contract September 27, 1956

Specified work days 160

Date work started March 5, 1957

Work days used 150

Project authorization $231,694.31

Per cent of time elapsed 93.8 %

Exclusive of engineering $215,218.27

Estimated cost of completed project, exclusive of engineering $ 201,240.86

Estimated per cent underrun 6.5 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 16,476.04

Engineering cost to date $ 14,900.00, 90.4 %

Date project was completed December 31, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Tuesday of this week, the contractor moved in and finished painting the second coat on the guard rail, thus completing the project on that day.

The semi-final estimate was submitted to the Division Office on Thursday, January 2, 1958.

This is the final report for this project.

CONSTRUCTION DIVISION
RECEIVED
JAN 6 1958
NOTED-- CE AE ACE COL

Noted
M. N. Juve

Signed John R Hagedorn
John R. Hagedorn

Address Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		1.23		1.23	1.23
Miles partially completed					
Miles completed		1.23		1.23	1.23
Total estimated quantities (contract)		29,000		52 tons 560 cy	14,000
Total quantities corrected to date		31,683		42.36 tons 435 cy.	14,681
Estimated quantities moved or placed to date		31,683		42.36 tons 435 cy.	14,681
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Fair		
Wednesday	Showers		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
JAN 23 1958
FOR FILING

Jan. 22, 1958

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. R. O'Neil in connection with Contract No. 4813, for paving on the Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County. This payment, in the amount of $9,344.54, will be released to the contractor on or after Feb. 1, 1958. The retained percentage is $5,921.80.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD
Cm

RECEIVED
JAN 14 1958

FOR FILING

7-78(33)

4813

January 6, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 31, 1957, on Contract No. 4813, Fords Bridge Unit, Myrtle Cr.-Canyonville Section, in Douglas County, in connection with Federal Aid Project No. I-78(33).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
JUN [illegible] 1957
FOR FILING

4813

June 10, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering slide removal, repair ravelled slopes and backfilling islands on the Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4813, in connection with Federal Aid Project No. I-78(33).

This work is provided for in the contract as extra work. Funds were provided in the contract authorization as an anticipated item.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
JUN 10 1957
FOR FILING

I-78(33)

4813

June 10, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering obliterating temporary connections on the Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4813, in connection with Federal Aid Project No. I-78(33).

This work is provided for in the contract as extra work. Funds were provided for in the project authorization as an anticipated item.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
MAY 27 1957
FOR FILING

I-78(33)

4813

May 23, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering state share of flagging costs on the Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4813, in connection with Federal Aid Project No. I-78(33).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

IBP:cr

RECEIVED
MAR 15 1957
FOR FILING

4813

March 12, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 5, 1957, on Contract No. 4813, Ferris Bridge Unit, Myrtle Creek-Canyonville Section in Douglas County, in connection with Federal Aid Project No. I-78(33).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DMP:br

Form PR-2 [illegible]

RECEIVED
NOV 29 1956
FOR FILING

I-78 (33)

4813

GPR6-2326

State Oregon

Project No. I-78(33)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of November, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of July, 1956, a program, which was approved on the 31st day of July, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 10th day of September, 1956, and the sum of one hundred ninety nine thousand, and 00/100 dollars ($ 199,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920, Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 326+00 and 398+00, northwest of Canyonville,

, length 1.234 miles, in Douglas County,

being Oregon project No. I-78(33), consisting of 1.234 miles of

roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred ninety nine thousand, and 00/100 dollars ($ 199,000.00), which does not exceed the authorized Federal pro rata share of two hundred fifteen thousand, eight hundred twenty and 55/100 dollars ($ 215,820.55), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______________________
Chairman, State Highway Commission
(Title of officer)

By ______________________
Member, State Highway Commission
(Title of officer)

By ______________________
Member, State Highway Commission
(Title of officer)

By ______________________
____
(Title of officer)

By ______________________
____
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By ______________________
Division Engineer,
Bureau of Public Roads.

November 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Bldg.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Fords Bridge Section, Project No. I-78(33).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HBC:bb

4813

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Fords Bridge Section
Pacific Highway
Douglas County

NATURE OF WORK:

Paving

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4813 C. R. O'Neil 9-27-56

DATE OF COMPLETION:

160 Workdays from 10-15-56

REMARKS:

October 17, 1956

Mr. G. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Fords Bridge Section, Project No. I-78 (33).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:lmr

Oregon State Highway Department

Federal Aid
Project No. I-78(33)

[illegible] BRIDGE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon October 15, 1956

Type Code 6201
Roadway (Sta. 324+00 to Sta. [illegible]) (Contract No. 4813)

50 lin. ft.	8 Inch Corrugated Metal Pipe	$ 2.15	$ 107.50
330 cu. yds.	Concrete in Islands	34.00	11,220.00
42 cu. yds.	Concrete Curbs	47.00	1,974.00
1 Only	Concrete Catch Basin	75.00	75.00
8,700 lin. ft.	Metal Guard Rail	2.90	25,230.00
3,200 lin. ft.	Metal Median Barrier	4.30	13,760.00
120 Only	Metal Sight Posts	2.50	300.00
500 lin. ft.	1½ Inch Electrical Conduit	1.50	750.00
24,000 cu. yds.	Coarse Crushed Material in Base	1.65	39,600.00
5,000 cu. yds.	3/4"-0 Material in Base	1.75	8,750.00
1,100 M-gal.	Sprinkling	2.00	2,200.00
All Required	Preparation of Base		750.00
900 cu. yds.	3/4"-0 Material in Binder Course	3.25	1,625.00
80 tons	RC-3 Asphalt in Binder Course	42.50	3,400.00
14,000 tons	Asphaltic Concrete Mixture	3.10	43,400.00
840 tons	85-100 Asphalt in Mixture	35.50	29,820.00
20 tons	RS-1 Asphalt	50.00	1,000.00
10 Only	Extra for Asphaltic Concrete Approaches	25.00	250.00
60 tons	RS-2 Asphalt	45.00	2,700.00
300 cu. yds.	Aggregate in Pavement Seal	4.00	1,200.00
560 cu. yds.	Furnishing and Placing Aggregates	3.50	1,960.00
40 tons	150-200 Asphalt in Shoulder Oiling	40.00	1,600.00
12 tons	RC-1 Asphalt in Shoulder Oiling	42.00	504.00
800 rods	Type 2 Fence	4.20	3,360.00
35 rods	Median Fence	19.00	665.00
	Subtotal		$196,200.50
	10% Engr. & Cont.		19,620.05
	Total		$215,820.55

Length of Roadway	1.234 miles
Length of 3 Structures	0.130 miles
Total Length	1.364 miles
Cost of Roadway per mile	$174,895.09

Federal Funds -	$199,000.00
State Funds -	16,820.55
	$215,820.55

State Funds for Const. Chapter 175, Laws, 1917; Chapter 31, Laws, 1920; Chapter 529, Laws, 1939.

State Funds for Maint. Chapter 529, Laws, 1939.

Oregon State Highway Department

Federal Aid
Project No. I-78(33)

FORDS BRIDGE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement)

Salem, Oregon, September 4, 1956

Type Code 6201
Roadway (Sta. 326+00 to Sta. 398+00)

50 lin. ft.	8 Inch Corrugated Metal Pipe	$2.50	$ 125.00
330 cu. yds.	Concrete in Islands	50.00	16,500.00
42 cu. yds.	Concrete Curbs	55.00	2,310.00
1 only	Concrete Catch Basins	100.00	100.00
8,700 lin. ft.	Metal Guard Rail	2.50	21,750.00
3,200 lin. ft.	Metal Median Barrier	4.50	14,400.00
120 only	Metal Sight Posts	3.00	360.00
500 lin. ft.	1¼ Inch Electrical Conduit	1.50	750.00
24,000 cu. yds.	Coarse Crushed Material in Base	2.25	54,000.00
5,000 cu. yds.	3/4" - 0 Material in Base	2.50	12,500.00
1,100 M-gal.	Sprinkling	3.00	3,300.00
All Required	Preparation of Base		1,000.00
500 cu. yds.	3/4" - 0 Material in Binder Course	3.75	1,875.00
80 tons	RC-3 Asphalt in Binder Course	50.00	4,000.00
14,000 tons	Asphaltic Concrete Mixture	5.00	70,000.00
840 tons	85-100 Asphalt in Mixture	32.00	26,880.00
20 tons	RS-1 Asphalt	50.00	1,000.00
10 only	Extra for Asphaltic Concrete Approaches	30.00	300.00
60 tons	RS-2 Asphalt	50.00	3,000.00
300 cu. yds.	Aggregate in Pavement Seal	6.00	1,800.00
560 cu. yds.	Furnishing and Placing Aggregates	4.25	2,380.00
40 tons	150-200 Asphalt in Shoulder Oiling	50.00	2,000.00
12 tons	RS-1 Asphalt in Shoulder Oiling	60.00	720.00
800 rods	Type 2 Fence	4.50	3,600.00
35 rods	Median Fence	4.50	157.50
	Subtotal		$244,807.50
	10% Engr. & Cont.		24,480.75
	Total		$269,288.25

Length of Roadway	1.234 Miles
Length of 3 Structures	0.130 Mile
Total Length	1.364 Miles
Cost of Roadway per Mile	$218,223.86

Federal Funds -	$248,000.00
State Funds -	21,288.25
	$269,288.25

RECEIVED
OCT [illegible] 1956
FOR FILING

I 98 [illegible]

4813

October 23, 1956

Mr. C. R. O'Neil
Route 2, Box 25
Creswell, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4813, which was awarded to you by the State Highway Commission on September 27, for paving on the Fords Bridge Unit, Myrtle Creek-Canyonville Section of Pacific Highway in Douglas County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 17 1956
FOR FILING

[illegible]-781(2)

4813

Salem, Oregon
October 17, 1956

Second Street in City
of Canyonville

Mr. E. A. Collier
Maintenance Engineer

Our agreement with the City of Canyonville provides that Second Street will be opened to the access road and that the State will make this connection. We have promised them that we will do so as soon as we have a crew in that vicinity. Will you please keep this in mind so that the work can be done.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. W. W. Stiffler

NOTED
G. S. PAXSON

DANIELSON & NUTTMAN
ATTORNEYS AT LAW

ROBERT G. DANIELSON
[illegible]
TELEPHONE [illegible] 655
Myrtle Creek, Oregon

LEO V. NUTTMAN
MYRTLE CREEK, OREGON
TELEPHONE 655

October 16, 1956

State Highway Department
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Re: City of Canyonville

Dear Mr. Paxson:

Enclosed you will find a copy of the Resolution adopted by the City of Canyonville by the City Council at its regular meeting last night. As you will note, this Resolution complies with your request contained in your letter of October 5, 1956, that stop signs be placed at the west end of First and Second Streets where they enter upon the access road.

Thank you very much.

Sincerely,

RGDaniels

Robert G. Danielson
City Attorney

RGD:pb

Encl.

RECEIVED
OCT 17 1956
OREGON
STATE HIGHWAY COMMISSION

RESOLUTION

WHEREAS First Street and Second Street lying East of U. S. Highway 99 enter upon an access road to said Highway and public safety requires that traffic from said First Street and Second Street entering said access road come to a complete stop before said entry, now, therefore

BE IT RESOLVED that henceforth all Westbound traffic on First Street and Second Street come to a complete stop before entering upon the access road lying adjacent to and East of U. S. Highway 99 between First and Third Streets in the City of Canyonville and that stop signs be erected at said intersections.

The foregoing Resolution being duly adopted by the Common Council of the City of Canyonville, Oregon, this 15 day of Oct., 1956.

/s/ Ed Oaks
Mayor

ATTEST:

/s/ Laura Goodell
City Recorder

Mr. J. W. Cattrall

RECEIVED
OCT 8 1956
FOR FILING

[illegible]

441

(56)

October 5, 1956

Mr. Robert G. Danielson
City Attorney
City Hall
Canyonville, Oregon

Dear Sir:

Mr. Graham of this Department was in Canyonville Tuesday, September 25, and contacted Mayor Oaks concerning the opening of Second Street to the access road.

It was agreed that the Department would consent to opening Second Street at this point and that the work will be done by this Department. The work to be done will be the construction of the connection to the access road and the improvement of Second Street back to the right-of-way line. The opening of Second Street cannot be completed until there is a crew available in your area.

As to the movement of traffic on the access road, it was further agreed that the access road between First and Second Streets remain one-way northbound. Traffic entering the access road from either First or Second Street shall be caused to come to a complete stop before entering. It will be necessary for the Council to pass a resolution or adopt an ordinance making First and Second Streets stop streets at the intersection with the frontage road. Please send a copy of this resolution or ordinance to John W. Cattrall, Engineer, County and City Relations Division, State Highway Department, Salem.

Please note, when you receive your executed copy of the agreement, that paragraph 9-a on page 3 under "Things to be Done by State" has been changed to read as follows: "Second Street along the westerly edge of the eastern frontage road." This has been noted and signed by the Mayor and Recorder.

I wish to thank you for your cooperation in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

JDG:mm:gm

cc Hon. Edward Oaks, Mayor
Canyonville
Mr. W. C. Williams
Mr. J. W. Cattrall

FORM 830—60M—2-55—82966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1956

SUBJECT: Assignment #56

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering that portion of the Fords Bridge-Canyonville Unit of the Myrtle Creek-Canyonville Section of the Pacific Highway within the city of Canyonville. Both copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies of the agreement require your signature of approval.

On Tuesday, September 25th, I contacted Mayor Ed Oaks regarding the opening of Second Street at the point where it intersects the eastern frontage road. According to Mayor Oaks it is the desire of the city to have this connection made as soon as possible; and further, the city wishes that the frontage road continue as a one-way northbound artery permitting traffic to move only from First Street to Second and that the Highway Department place signs on these streets controlling this movement. The city also agreed to the Highway Department placing a barricade at the easterly right-of-way boundary line of the throughway on Third Street.

You will note in the agreement that the description of the closure of Second Street has been changed to read as follows: "Second Street along the westerly side of the eastern frontage road."

This completes Assignment #56.

John D Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECEIVED
OCT 2 1956
FOR FILING
I-78 (33)

4813

October 1, 1956

C. R. O'Neil
2525 Highway 99 South
Grants Pass, Oregon

Dear Sir:

The State Highway Commission on September 27, 1956, awarded to you State Highway Contract No. 4813 for paving, curbs and guardrail construction on Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway, south of Myrtle Creek, in Douglas County.

This award was based on your bid of $196,200.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
[illegible] 1956
FOR FILING
OREGON DISTRICT

I-78 (33)

4813
08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 27, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4813 for Oregon Project I-78(33), Fords Bridge Unit of the Pacific Highway, to C. R. O'Neil of Creswell, Oregon, low bidder in the amount of $196,200.50 at the September 27, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 2 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 26 1956
FOR FILING

I-78 (33)

4813

11

[illegible]

September 25, 1956

Mr. W. O. Davis
Box 594
Myrtle Creek, Oregon

Dear Sir:

In reply to your letter of August 21, I wish to advise that we have investigated the matters to which you refer and believe that a short section of fence on the northerly side of the frontage road and your approach is in order. We will proceed with the work. Our investigation discloses that your approach was constructed in accordance with the sketch that was used during right-of-way negotiations.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

FC:me hi

FORM E-30X—80M—11-55—00828

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 18, 1956

SUBJECT: Fords Bridge-Canyonville
Pacific Highway
W. O. Davis Complaint

To: L. H. Young
Ass't. Construction Engineer
Salem, Oregon

Herewith a report and sketch map from Mr. C. C. Gall, Resident Engineer, on the above mentioned section regarding the complaint of Mr. W. O. Davis who owns property opposite Station 380+00. Mr. Gall's report and sketch indicate the problem raised by Mr. Davis. It is recommended that the fence and guard rail indicated on the sketch map be installed by Price Agreement or by State Force Order.

It might be possible to have this work performed under the Fords Bridge Paving contract but it is thought that such method would be delayed too long to satisfy Mr. Davis, therefore, the recommendation as stated above.

I must apologize for the lag in time in submitting this report. We seem to have lost this correspondence in our squirrel cage.

FDMorgan

F. D. Morgan
Division Engineer

dls
encls.

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Ore.
Aug. 27, 1956

SUBJECT: Fords Bridge Unit
Myrtle Creek - Canyonville Section
Pacific Highway
W. O. Davis Complaint

To:
F. D. Morgan,
Division Engineer
Roseburg, Ore.

As per the attached sketch you will find the W. O. Davis property opposite Station 380+00

Regarding the dead end road; Mr. Davis says his approach connection ends as it enters the west side of his property whereas is was his belief that the map shown him by the right-of-way agent indicated a road across the entire front of his property, dead end at his east property line. Mr. Joe Morgan, right-of-way agent, says this is not so that the owner was shown the construction plans only. Therefore the road connection was constructed as indicated on the sketch.

As to fencing Mr. Davis was confused as to why we were fencing Clem Tavenner right up to his own east line and stopping there. I explained that Tavenners fence was a right-of-way obligation. That there was no such obligation for his property. He was sorry he had not known about this or he would have had it in his option too.

Mr. Davis insists that something should be done to safeguard traffic and children on this road connection. To this I must agree and told him there would likely be guard rail and fence errected on the next contract, I could not tell him when this would be.

He thinks it should be done now.

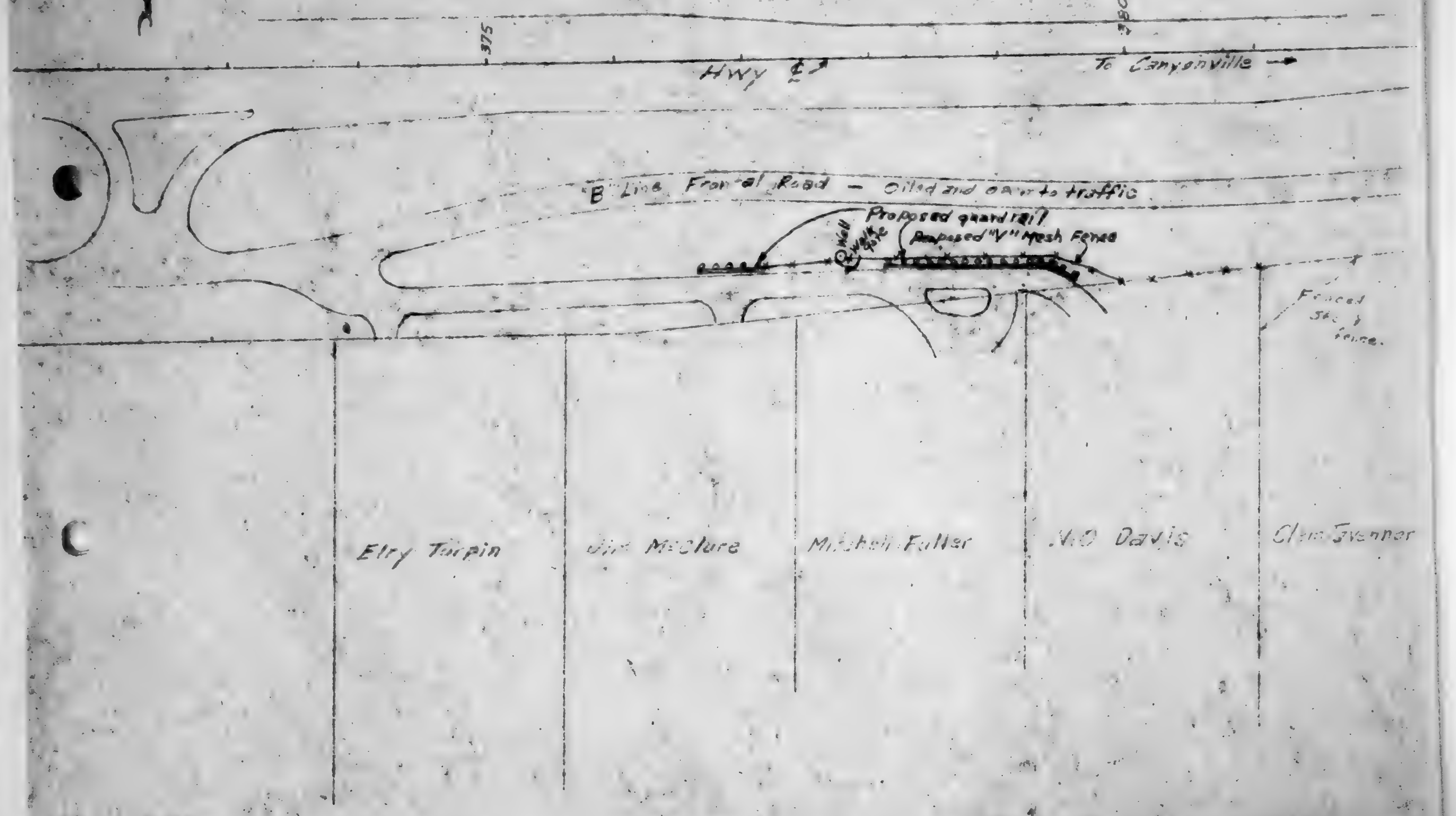
The cut slopes between the "B" line and the road connection are on 1 : 1 and vary in height from 14' opposite 377+50 to 20' opposite 378+50 and 14' at 381+0.

The davis' have 4 small children and the neighbors, McClures, have 3. I have indicated on the sketch in red what I believe should be installed here to give the desired protection. Some guard rail is necessary opposite the approach entrances. Guard rail is not sufficient to restrain small children, 7 years and under, which these are.

C C Gall
Resident Engineer

FORDS BRIDGE UNIT
MYRTLE CREEK - CANYONVILLE SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY

Aug. 1956
W.O. Davis Complaint


N
375
380
Hwy ℄
To Canyonville →
"B" Line Frontal Road - Oiled and open to traffic
Proposed guard rail
Well
Water pipe
Proposed "V" Mesh Fence
Fenced Stock fence.
Elry Turpin
Jim McClure
Mitchell Fuller
W.O. Davis
Clem Svenner

RECEIVED
SEP 26 1956
FOR FILING

Const.
R/W
Sac. Hwy S

State highway
Dept
August 21
1956

Dear Sir I am
Dropping you a few
lines to Day I Regarding
that there hasent
Been a Fence
Built along side
Highway Between
us an highway
an traffic has Been
let throug an the
ROAD Has a Dead End

P

RECEIVED
SEP 26 1956
FOR FILING

Const.
P(4)
Pac. Hwy S

September 25, 1956

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County a fully executed copy of a throughway agreement between the State Highway Commission and Douglas County covering the Fords Bridge-Canyonville Unit of the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
SEP 26 1956
FOR FILING

Const
R/W
Pacific Hwy S

MISC. CONTRACTS and
AGREEMENTS No. 1780

Salem, Oregon
September 25, 1956

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a throughway agreement with Douglas County covering the Fords Bridge-Canyonville Unit of the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

A fully executed copy has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Douglas County.

Secretary

rn
Attach: 1

FORM E30—50M—2-55—62986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1956

SUBJECT: Assignment #59

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a throughway agreement covering the Fords Bridge-Canyonville Unit of the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This completes Assignment #5~~6~~9.

John D Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Sept 21, 1956

RECEIVED
SEP 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 20 1956
FOR FILING

OREGON DISTRICT I-78 (33)

4813

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 10, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project I-78(33), Fords Bridge Unit of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
[illegible] 19 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
SEP 6 1956
FOR FILING
[illegible]
4513

Salem, Oregon
August 30, 1956

Ford's Bridge Unit
Myrtle Creek-Canyonville Section
Pacific Highway

Mr. Virgil O'Neil
Assistant Office Engineer
Building

It is requested that you add $2250 to the authorization for the subject job for mulching to control surface erosion. It is anticipated that the work will be accomplished by State Forces under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. M. H. Astrup

12-3317 John Day Rock Production Proj. 1956
on the John Day and John Day-
#4814 Burns Hwy.

W.C. Williams

RECEIVED
MAY 6 - 1957
FOR FILING

NOTED
W. C. WILLIAMS

April 30, 1957

FINAL COST ANALYSIS

John Day Section
Contract No. 4814

4814

John Day, John Day-Burns Highways
Prefix: 12-8317

E. H. Itschner Company, Contractor
Kenneth Berg, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Cr. Mat. in Stockpile	1,630.94	Cu. Yds.	$2.75	$2.188	$3,577.50	$ 4,485,09
½"-¼" Cr. Mat. in Stockpile	1,594.59	Cu. Yds.	2.75	2.188	3,497.96	4,385.12
¼"-#10 Cr. Mat. in Stockpile	1,057.05	Cu. Yds.	2.75	2.188	2,321.83	2,906.89
½"-#10 Cr. Mat. in Stockpile	3,064.78	Cu. Yds.	3.00	2.188	6,714.76	9,194.34
Sp. Haul Adj., Favor of State	1,952.11	Yd. Mile	0.10			- 195.21
Force Account					23.80	24.99
					$16,112.05	$20,801.22

Gross Revenue	$20,801.22
Total Cost	16,112.05
Net Profit	$4,689.17

Net Profit Equals 22.5% of Gross Revenue

Contract No. 4814

DETAIL OF COST

Labor:

Labor and Supervision	$ 4,714.50	
Labor Insurance	222.88	
		$ 4,937.38

Equipment Rentals and Misc. Supplies:

Equipment Rentals (Owned)	$ 6,690.80	
Gas, Oil, and Grease	1,209.67	
Hired Trucks (Without Operators)	1,430.58	
Small Tools and Misc. Supplies	266.70	
Licenses and Permits	175.35	
P.L. and P.D. Insurance	113.82	
Freight and Cartage	635.65	
Bond	150.00	
Home Office and General Overhead	502.10	
		$11,174.67
TOTAL COST		$16,112.05

BREAKDOWN OF CRUSHING COST

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	7,347.36	Cu. Yds.	$ 3,502.58	$0.476
Load and Haul to Crusher	7,347.36	Cu. Yds.	3,071.34	0.418
Crushing	7,347.36	Cu. Yds.	6,001.42	0.816
Haul to Stockpiles	7,347.36	Cu. Yds.	2,446.91	0.333
Stockpiling	7,347.36	Cu. Yds.	1,066.00	0.145
	7,347.36	Cu. Yds.	$16,088.25	$2.188

The crusher operated 113 hours for an average production of 65 cubic yards per working hour.

Remarks:

This was a "State Project" calling for the furnishing of approximately 7,000 cubic yards of crushed gravel in stockpiles on the John Day and John Day-Burns Highways. The project was bid September 27, 1956. Work started October 12, 1956 and the project was completed November 2, 1956.

On October 6, 1956 the contractor started moving in a three crusher unit into a gravel deposit located on the northerly side of an 0.2 mile distant from the John Day Highway at Mile Point 160.14. The crushing plant was fed with a 3/4-Cubic Yard shovel and two 6-Cubic Yard dumpters, a D-7 cat and dozer was used part time around the plant. All crushed materials were hauled to the stockpiles in hired trucks.

The contractor, having good production with very little down time, realized a nice profit from the project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

RECEIVED

FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 28, 1956

(CONTRACT NO.) 12-8317	(EST. NO.)	(CONTRACTOR)	
4814 484	2-Final	E. H. Itschner Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27918	H-169039	$ 624.04	12/27/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 70 Workdays from 10-15-56

Time Extensions: None

Completion Date: Nov. 2, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-28-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: DEC 28 1956

Ruth Rawlings

RECEIVED
DEC 13 1956
FOR FILING

12-8317

4814

December 12, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4814 for rock production on the John Day Section of the John Day and John Day-Burns Highways in Grant County was completed by the contractor, E.H. Itschner Co., on November 2, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $624.04 will be released to the contractor after acceptance by the Commission. The total contract amount is $20,801.22, of which amount $24.99 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
NOV 27 1956
FOR FILING
12-2517
4814

November 27, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Co. in connection with contract No. 4814, for rock production on the John Day Section of the John Day and John Day-Burns Highways in Grant County. This payment in the amount of $20,177.18 will be released to the contractor on or after December 7, 1956. The retained percentage is $624.04.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
NOV 7 1956
FOR FILING

12-0317

4814

November 5, 1956

E. H. Itschner Co.
P. O. Box 316
Molalla, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4814, which was awarded to you on September 27 by the State Highway Commission, for rock production on the John Day Section of the John Day and John Day-Burns Highways in Grant County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 2 1956
FOR FILING

12-8317

4814

October 1, 1956

E. H. Rachner Co.
P. O. Box 316
Molalla, Oregon

Gentlemen:

The State Highway Commission on September 27, 1956, awarded to you State Highway Contract No. 4814 for John Day Rock Production Project on the John Day and John Day-Burns Highways, near John Day, in Grant County.

This award was based on your bid of $20,000.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

14-3313 Viento State Park Latrines 1956
at the Viento State Park
#4815

RECEIVED
[illegible] 1 1957
FOR FILING

14-3313

OREGON STATE HIGHWAY DEPARTMENT
(date)

(CONTRACT NO.) 4815	(EST. NO.)	(CONTRACTOR)
4815	3 Final	~~Gilbert Brothers~~ Roberts

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1543	H171637	$ 2,509.30	Jan 25, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 120 Workdays from 10-8-56

Time Extensions: None

Completion Date: Dec. 24, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-29-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Floyd Query
Ass't Secty

Warrant Mailed: [illegible] 29 1957

Ruth Rawlings

NOTED ON CARD
gl

RECEIVED
JAN 16 1957
FOR FILING
14-2215

4/5

January 16, 1957

CERTIFIED MAIL

United States Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4815 for constructing the Viento State Park Latrines in Hood River County was completed by the contractor, Gilbert Roberts, on December 24, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,509.30 will be released to the contractor after acceptance by the Commission. The total contract amount is $14,026.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

RECEIVED
OCT 24 1956
FOR FILING

[illegible]

4815

October 23, 1956

Mr. Gilbert Roberts
Route 4, Box 419
Hood River, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4815, which was awarded to you by the State Highway Commission on September 27, covering Viento State Park Latrines in Hood River County.

We are also sending a copy of this contracts to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 2 1956
FOR FILING
14-2213
9/5

October 1, 1956

Gilbert Roberts
Rt. 4, Box 419
Hood River, Oregon

Dear Sir:

The State Highway Commission on September 27, 1956, awarded to you State Highway Contract No. 4815 for construction of latrines at Viento State Park in Hood River County.

This award was based on your bid of $14,096.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
C. H. Armstrong
P. M. Stephenson

24-3606 Salem Storage Building. 1956

#4816

A

RECEIVED
APR 5 - 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 21, 1957

(CONTRACT NO.) 24-3606	(EST. NO.)	(CONTRACTOR)	
4816	5-Final	Erwin E. Batterman	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5774	H-176116	$ 4,367.91	3/20/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 100 Workdays from 10-12-56

Time Extensions: None

Completion Date: Feb. 27, 1957

Date Accepted: Mar. 28, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-3-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR 3 1957
Ruth Rawlings

NOTED ON CARD

FORM E-30X 37½ 3-54 73730

24 3606

4816

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 21, 1957

SUBJECT: Time Extension

To:

C. A. Gardner

Two warrants are being held in our safe pending receipt of time extensions as listed below and upon approval of the Commission.

Contractor	Contract No.	Est. No.	Amount
Erwin E. Batterman	4816	5-Final	$4,367.91
United Builders, Inc.	4796	5-Final	3,447.64

J. G. Herr

J. G. Herr

cc: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
MAR 21 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 13 1957
FOR FILING
[illegible]
[illegible]

March 12, 1957

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 4816 for constructing the Salem Storage Building in Marion County was completed by the contractor, Erwin E. Batterman, on February 27, 1957 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $4,367.91 will be released to the contractor after acceptance by the Commission. The total contract amount is $37,097.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ken Potts Insurance Agency
229 N. Liberty
Salem, Oregon

NOTED ON CARD

RECEIVED
OCT 19 1956
FOR FILING

24-3 [illegible]

4 PM

October 19, 1956

Mr. Erwin E. Batterman
147 North Commercial St.
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4816, which was awarded to you by the State Highway Commission on September 27, 1956, for constructing the Salem Storage Building in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

OCT 2 1956
FOR FILING

4816

October 1, 1956

Mr. Erwin E. Batterman
147 North Commercial
Salem, Oregon

Dear Mr. Batterman:

The State Highway Commission on September 27, 1956, awarded to you State Highway Contract No. 4816 for construction of a storage building on State Highway Commission property at Salem, Marion County.

This award was based on your bid of $37,234, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Tom Edwards
S. H. Probert
R. G. Savage (STAC)
P. M. Stephenson

RECEIVED
AUG 1 1956

FOR FILING

24-5636

4416

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1956

SUBJECT: New Storage Building
proposed for Salem Shops

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

As requested in your letter of July 18, 1956, I have again contacted those desiring storage space in the new storage building proposed for the Salem Shops. I find that more space should be provided and revise the original plan as shown on attached sketch as follows:

> Length of building to be increased to 288', the east 216' of the building to have a concrete slab floor and the front to be sealed with 3 small doors, 1 window and 11 standard uplift doors. The west 72' of the building to be open storage without floor but designed so that floor and uplift doors can be installed if ever needed. We suggest masonry firewalls every 72' and 6 frame partitions as indicated. The east bay is to house the Weighmaster's Loadometer Repair Shop and should have windows as shown and should be ceiled. We will plan on moving electric heat units now in use in their present quarters. Lights should be provided throughout with outlets in all storage units for appliances. The wire fencing partitions and gates and the shelving storage racks, etc., should be left to State Force construction.

The new estimate of cost will be as follows:

36 x 288 = 10,368 sq. ft. @ $2.70 for building alone	$27,994
Plus 4 windows, 3 small doors, 11 uplift doors	3,600
Concrete floor slab	2,700
Sub-total	$34,294
12½% Contingencies	4,287
	$38,581

Our Shop Improvement Budget for 1956 was $62,000. We have approved Work Order for $11,440 leaving $50,000 unobligated. The item for the above building was originally $22,000 (on the basis of all open storage).

NOTED
W. W. STIFFLER

There are other items in the 1956 list that may as well be forgotten this year as follows:

Salem -	Truck Storage Building for Sign Department	$7000
	Shop road to south lot	3000
	Storeroom toilet facilities	2500
	New Loading Dock Lacquer Shed	2500
	Eave troughs & downspouts	1600
		$16,600

This makes the total available, $38,600.00. Actually the building if let in September would be financed part in 1956 and part in 1957 Budget. We will need to include an item in 1957 Budget for completion of building and for finishing of yard and driveways.

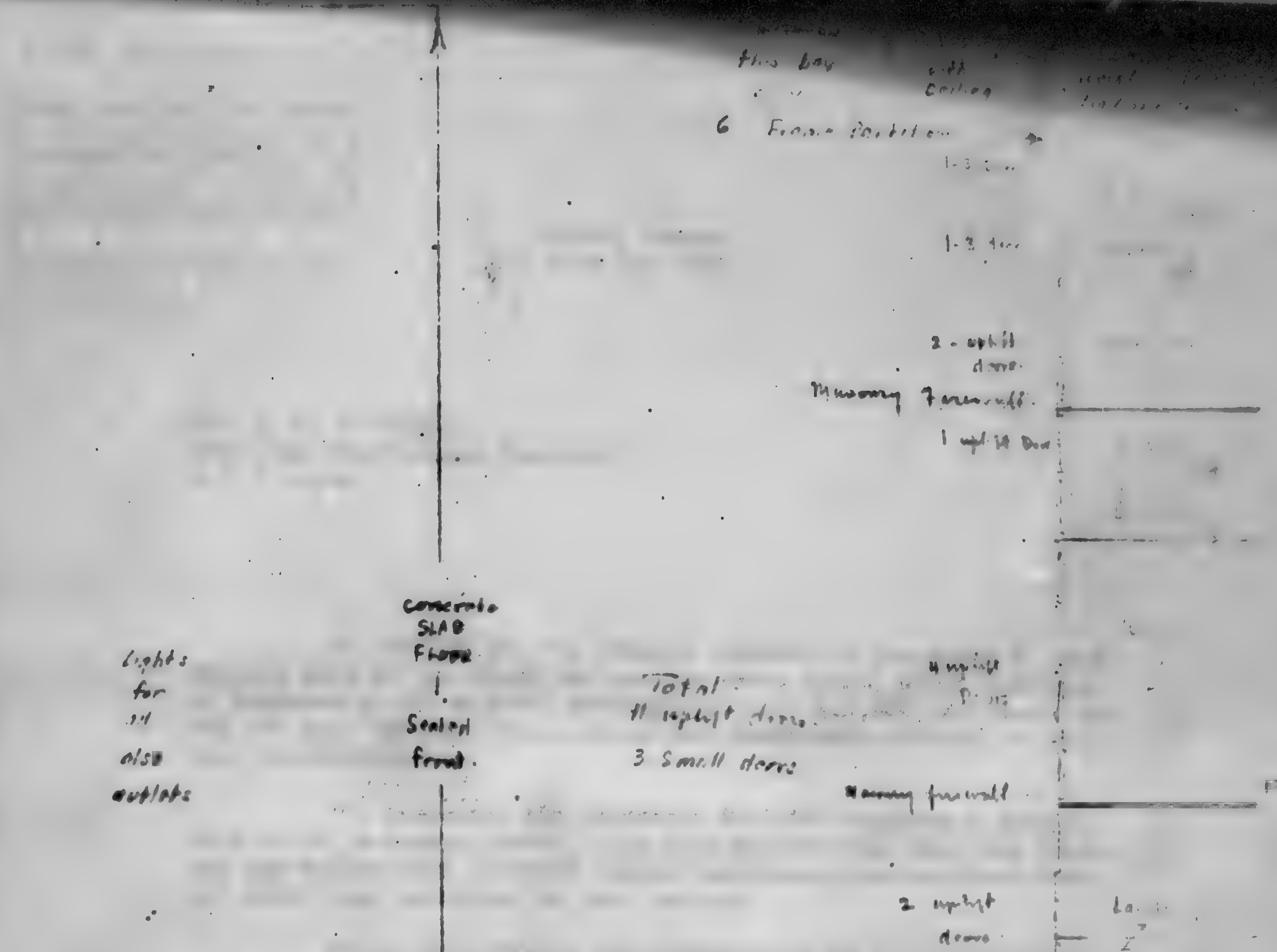
We recommend the building be contracted now so that it will be available for use as soon as possible, inasmuch as the need is important.

I. A. DeFrance
Assistant Maintenance Engineer

IAD:bt

Approved
8-1-56
W.H. Stoffer

Copy forwarded to W. Stephenson


this bay
with
Ceiling
6 Frame partition
1-3 [illegible]
1-3 [illegible]
2 - uplift
doors
Masonry Firewall
1 uplift Door
Concrete
SLAB
Floor
Sealed
front
lights
for
all
also
outlets
Total
11 uplift doors
3 Small doors
4 uplift
Doors
Masonry firewall
2 uplift
doors
2 uplift
Doors
Masonry Firewall
8x13
KCS E
8x13
wire
fencing
Partitions
and
Doors
open
storage
No
floor

PROPOSED EXTRA GANG
MAINTENANCE BUILDING
SALEM SHOPS
July 1956
1" = 30'

JUL 19 1956

FOR FILING

Salem, Oregon
July 18, 1956

Mr. I. A. De France
Assistant Maintenance Engineer
Office

In working out the details involved in designing an open storage shed at the shops for various extra gangs, which building is proposed as 36' x 216', estimated to cost $21,000, Mr. Schneider has run into various complications not previously covered or taken into consideration.

For instance, the Landscape Division requires a storage area which is rodent proof. I am also advised that both Ray Webber and the Weighmaster Division require additional storage area over and above that allocated in your sketch.

Please investigate the requirements of all divisions of our organization for such storage more thoroughly and, if we don't have the funds available to finance a building to meet such requirements, carry the 1956 authorization over and supplement it with additional funds in the 1957 budget.

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. P. M. Stephenson
Attention: Carl Schneider

26-1076 Illumination Installation, 1956
N.E. 42nd Ave.-Troutdale Sec.
#4817 of T.H. Banfield Expressway

File

RECEIVED
JUN [illegible] 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) June 12, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4817	5-Final	Trowbridge Electric Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12996	H-183388	$ 5,103.07	6/12/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 80 Workdays from 10-12-56

Time Extensions: (On 5-20-57, Request for 7 additional Workdays denied.)

Completion Date: Apr. 6, 1957

Date Accepted: May 16, 1957

Penalties: As specified in Contract.

Claims: None of record

Remarks:

Date: June 14, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Floyd Query, Assistant Secretary

NOTED ON CARD

Warrant Mailed: JUN 14 1957

Ruth Rawlings

RECEIVED
JUN 4 1957
FOR FILING

2-107

4817

June 4, 1957

CERTIFIED MAIL

St. Paul Fire & Marine Insurance Co.
St. Paul 2
Minn.

Gentlemen:

State Highway Contract No. 4817 for work performed on the N. E. 42nd Ave.-Troutdale Section of the T. H. Banfield Expressway in Multnomah County was completed by the contractor, Trowbridge Electric Co., on April 6, 1957 and was formally accepted by the Highway Commission on May 16, 1957.

Final payment in the amount of $5,103.07 will be released to the contractor on or after June 14, 1957. The total contract amount is $51,710.57, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm

cc: Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD

RECEIVED
MAY 22 1957
FOR FILING

[illegible]
4817

May 21, 1957

Trowbridge Electric Co.
627 S.E. Jackson St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on May 16 and 17, 1957, had under discussion your request for an increase, without assessment of liquidated damages, in the number of workdays specified for completion of the work provided for in contract No. 4817 on the N.E. 42nd Ave.-Troutdale Section of the T. H. Banfield Expressway in Multnomah County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work, without assessment of liquidated damages, was not warranted under the terms of the contract, and therefore denied your request.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cn

cc: F. M. Stephenson
A. G. Skelton
Ed Hart

RECEIVED
MAY 15 1957
FOR FILING

[illegible]

4817

May 14, 1957

Request for Extension of Time
No. 4
May 16 and 17 meeting

Oregon State Highway Commission

Gentlemen:

Re: Illumination Installation on the
T. H. Banfield Expressway
Contract No. 4817

The Trowbridge Electric Company, contractor on the illumination installation project on the T. H. Banfield Expressway in Multnomah County, has requested an increase in the number of work days within which to complete the contract.

Attached is a letter from the Trowbridge Electric Company, explaining their request and including the consent of surety.

An investigation indicates that on the request of the Trowbridge Electric Company for a final inspection, three different attempts were made by our engineers to make this inspection. At that time severe icing conditions on the highway, on the light poles, and the fixtures made it impossible to give the proper inspection. When this inspection was made a considerable amount of defective work was found and also some items of work called for by the contract that had not been done. The correction and completion of this work required an additional seven work days beyond that specified by the contract.

The work done in the additional seven days should have been anticipated by the contractor and completed within the time allowed by the contract. As the contractor required eighty-seven work days to complete the work and his contract specified eighty work days, it is recommended that this request be denied.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FMS/mn

Attached

RECEIVED
OCT 19 1956
FOR FILING

26-1 [illegible]

4817

October 19, 1956

Trowbridge Electric Company
622 S. E. Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4817, which was awarded to you on September 27, for illumination installation on N.E. 42nd Avenue-Troutdale Section of the T.H. Banfield Expressway in Multnomah County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 2 1956
FOR FILING
56-1076

October 1, 1956

Trowbridge Electric Company
622 SE Jackson
Roseburg, Oregon

Gentlemen:

The State Highway Commission on September 27, 1956, awarded to you State Highway Contract No. 4817 for illumination installation on the NE 42nd Avenue-Troutdale Section of the T. H. Banfield Expressway in Portland, Multnomah County.

This award was based on your bid of $51,500, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
S. H. Probert
R. C. Savage, (SIAC)

RECEIVED
MAY 31 1956
FOR FILING

26-1076

4817

(4a-7
4-26-56)

Salem, Oregon
May 23, 1

Rural Illumination
Banfield Expressway

F. B. Crandall

Attn: J. Al Head

The State Highway Commission at its meeting on April 26 approved an expenditure of $89,000 to illuminate the interchanges on the Banfield Expressway between 42nd Avenue, Portland, and Troutdale. The work is to be done by contract.

H. B. Glaisyer, Secretary

HBG:blm

RECEIVED
APR 23 1956
FOR FILING

Maint
Traf. Sig.
Hwy. Lighting

April 23, 1956

Oregon State Highway Commission

Gentlemen:

The volume of traffic on the Banfield Freeway makes it advisable to illuminate the interchanges in the section from 82nd Avenue to Troutdale. Lighting will only be made at critical points and in conformance with past practice and contracts already let on various sections of the Pacific Highway and the Portland-Salem Freeway. The estimated cost to illuminate the several interchange points is $89,000, and there are sufficient unallocated State Construction Funds available to cover this expenditure.

It is recommended that authority be given to prepare for letting this illumination project by contract. I will have a map at the next Commission meeting for you to review on which are shown the points where we feel lighting is advisable.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc
Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. S. H. Probert
Mr. C. H. Maison

JAH:ng GSP:gm

FORM E30—50M—2-55—02066

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1956

SUBJECT: Rural Illumination
Banfield Freeway

$64,000 urban
98,000 rural
$162,000 Total
89,000 Now
$73,000 later

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Attached is one map showing the interchanges to be illuminated on that portion of the Banfield Freeway between the Portland city limits and Troutdale. There is a total of some $61,000 involved. Illumination will be similar to that which the Commission has previously approved and we have let to contract on the Portland-Salem Freeway and the Pacific Highway, Goshen-Myrtle Creek Section and Rock Point-Medford Section.

I have shown on the same map the urban interchanges involved, as a matter of reference but it is not intended to request approval from the Highway Commission at this time for the expenditure of the some $98,000 necessary to illuminate these interchange points.

This is as requested by you so that you might request Commission approval for the expenditure of $61,000.
64

J. Al. Head
J. Al. Head
Assistant Traffic Engineer

JAH:ng
Attachment

RHB & GSP okyd - $89,000 (42nd Ave - Troutdale Sect) as of 4/18/56 - Contact to be made with Probert for $ then letter to Comm.

H
4/18

State Constr. Funds

To Be used - Talked to Probert 4/18/56

H

NOTED
J. AL HEAD

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

S-86(2) Umatilla River Bridge on 1956
the Hinkle-Bucks Corner sec.
#4818 of Hermiston Secondary Hwy.

RECEIVED
5 1957
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 31, 1957

(CONTRACT NO.) *S 86(2)*	(EST. NO.)	(CONTRACTOR)	
4818	10 Final	White Brothers Company and White Brothers Construction Company, inc.	
(VOUCHER NO.) *4818*	(WARRANT NO.)	(AMOUNT)	(DATE)
25005	H195623	$ 3,036.00	10-31-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 180 workdays from Oct. 12, 1956

Time Extensions: None

Completion Date: Aug. 19, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 1, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV - 5 1957 *GC*

NOTED ON CARD
LM

RECEIVED
OCT 18 1957
FOR FILING

Oct. 16, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4818 for Umatilla River Bridge on the Hinkle-Bucks Corner Section of the Hermiston Secondary Highway in Umatilla County was completed by the contractor, White Bros. Company and White Bros. Construction Co., Inc., on August 19, 1957, and was formally accepted by the Highway Commission on September 12, 1957.

Final payment in the amount of $3,036.00, will be released to the contractor on or after October 26, 1957. The total contract amount is $101,200.07, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
SEP [illegible] 1957
FOR FILING

[illegible]

4117

Sept. 18, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to White Bros. Co. and White Bros. Construction Co., Inc., in connection with Contract No. 4818, for Umatilla River Bridge on the Hinkle-Bucks Corner Section of the Hermiston Secondary Highway in Umatilla County. This payment, in the amount of $6,424.61, will be released to the contractor on or after Sept. 28, 1957. The retained percentage is $3,036.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

NOTED ON CARD

A

RECEIVED
JAN 11 1957
FOR FILING

FORM 230—12½M—8-55—06888
2-86(2)
4818

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1957

SUBJECT: Contract No. 4818
White Brothers Construction Co., Inc., a Washington corporation, and O. A. White, T. W. White and E. F. Corkrum, a limited partnership, dba White Brothers Company. (A limited partnership of the State of Washington.)

To:

Mr. H. B. Glaisyer
Secretary
BUILDING

[illegible] phoned [illegible] 1/10/57 [illegible]

Pursuant to your request contained in your letter of December 28, 1956, regarding the above-entitled matter, we herewith furnish you with our opinion as follows:

White Brothers Construction Co., Inc., a Washington corporation, is now qualified with the Corporation Commissioner of the State of Oregon and is duly authorized to transact business in this state and has also qualified itself with the State Highway Commission. Therefore, no question arises as to any irregularity in respect to its right to bid or to enter into the above-mentioned contract.

The other parties to the contract are O. A. White, T. W. White and E. F. Corkrum, who are limited partners and are doing business under the firm name and style of White Brothers Company. This partnership has also qualified itself to bid and to enter into contracts with the State Highway Commission.

Section 648.010, ORS, provides that where anyone does business under an assumed name and style, and such assumed name and style does not disclose all of the true owners, it is necessary that they file with the county clerk in the county which said business is being transacted, an assumed name certificate which does disclose all of the true owners of said business. Section 648.060, ORS, provides that where such certificate is filed and such certificate discloses that some of the members of the association or partnership are nonresidents of the State of Oregon, then, in that event, it is necessary that a certificate be filed with the Secretary of State of the State of Oregon. It further provides that such service on the Secretary of State shall be valid service against the association. Limited partnerships of the State of Oregon are not required to comply with the assumed name filing. It follows, therefore, that since the limited partnership, known as White Brothers Company, is not a limited partnership of the State of Oregon, actually, they are in violation of the statute. This is a technicality and we find no statute that provides that the State Highway Commission first ascertain whether a contractor has complied with this statute before permitting them to bid or enter into contracts with the Commission. However, it is conceivable that the Commission itself might find it advantageous in certain instances to make service of process on a contractor who is a nonresident by merely serving the Secretary of State. The contractor's bond protects the Highway Commission, and this, no doubt, is the reason why this question has not arisen before. It is possible that the State Industrial Accident Commission desires partnership to comply with these above-mentioned statutes in order that they may be assured of collecting required contributions to the accident fund.

J. Robert Patterson
J. ROBERT PATTERSON
Assistant Attorney

JRP:pg

Salem, Oregon
December 28, 1956

Robert L. May, Jr.
Acting Chief Counsel
BUILDING

Pursuant to your suggestion, I attach hereto a copy of a letter that was directed to White Bros. Construction Co. and White Bros. Construction Co., Inc., by Mr. John Burcham, an employee of the State Industrial Accident Commission, in which you will note that Mr. Burcham states that the Accident Commission is unable to establish an account for the joint venture of the White Bros. Construction Company, Inc. and White Bros. Company, because White Brothers Company, Washington Ltd. is not registered to do business in the State of Oregon.

The State Highway Commission on September 27, 1956, awarded a contract to White Bros. Construction Co. and White Bros. Construction Co., Inc., as a joint venture, being State Highway Contract No. 4818, for construction of the Hinkle-Bucks Corner Section of the Hermiston Secondary Highway in Umatilla County. The contract forms were not sent to the contractor until November 13 because the corporation was not in good standing with the Corporation Commissioner and with the Industrial Accident Commission but those matters were cleared up to our satifaction, as you will recall. This letter from the Accident Commission comes as rather a surprise. I talked to Mr. Burcham over the telephone and he advised me that he had checked with the Corporation Department and was referred to the Secretary of State's office for information as to registration of the White Brothers Company, Washington Ltd. I checked with both the Corporation Department and the Secretary of State's office to verify certain information that Mr. Burcham gave me. The Corporation Department advised me that White Brothers Construction Co. are in good standing.

The Secretary of State's office indicated to me that White Brothers Company, Washington Ltd., need not register in their office although certain partnerships are required to do that under the provisions of Oregon statutes Nos. 648.010 to 648.090, inclusive. The registration is to provide "consent to service of process."

I think the gentleman from the Accident Commission is somewhat out of step in this matter and I would appreciate it very much if you will give me your opinion on the subject, so if we are overlooking something in our procedure, correction can be made.

Thanks a lot.

Incidentally, contract No. 4818 is between the State of Oregon, by and through its State Highway Commission, and "O. A. White, T. W. White and E. F. Corkrum, a limited partnership, doing business under the firm name and style of White Brothers Company, and White Brothers Construction Co., Inc., a Washington corporation, by and through its corporate officials, in a joint adventure doing business at Walla Walla, Washington."

Also, White Brothers Company are prequalified as a limited partnership.

H. B. Glaisyer, Secretary

HBG:esm

Encl.

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

COPY

Firm Division

December 27, 1956

JB: 181602
241253

White Bros. Construction Co.
White Bros. Construction Co., Inc.
P. O. Box 376
Walla Walla, Washington

Gentlemen:

Upon checking the other state agencies, we have found that White Brothers Company, Washington Ltd. has not registered to do business in the State of Oregon. We are therefore unable to establish an account for the joint venture operation of White Bros. Construction Company, inc. and White Bros. Company to cover your heavy construction work.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION
R. G. Savage, Assistant Commissioner

By:
John Burcham

JB:lm

c.c. R. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

RECEIVED
DEC 28 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 26 1956
FOR FILING

S-86 (2)

4818

December 24, 1956

[redacted]

White
White
P. O.
Walla

Gentle

copy c ed
tember -
constr the
Second

surety e

gl
encl.

RECEIVED
DEC 26 1956
FOR FILING

S-86 (2)

4818

December 24, 1956

White Bros. Co. &
White Bros. Construction Co., Inc.
P. O. Box 376
Walla Walla, Washington

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4818, which was awarded to you on September 27, 1956 by the State Highway Commission, covering the construction of the Umatilla River Bridge on the Hermiston Secondary Highway in Umatilla County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 21 1956

FOR FILING
5-86 (2)

4818

November 20, 1956

White Brothers Construction Company
P. O. Box 376
Walla Walla, Washington

Gentlemen:

Under date of October 22, you wrote our Resident Engineer, Mr. Peterson, questioning the starting date for the work on the Umatilla River Bridge on the Hermiston Secondary Highway in Umatilla County, Contract No. 4818. You question this on the grounds that the contract had not been submitted to you within 20 days of the time of opening of bids, as mentioned in the article headed "Increase in Time for Performance of Contract".

In connection with this, I would refer you to the article headed "Completion Time Limit" on the first page of the Special Provisions pertaining to this contract. This says in part: "Measurement of the number of workdays shall begin with the 12th day of October 1956, or with the tenth calendar day following the date upon which notice of the award of the contract is dispatched to the contractor by mail, telephone, telegraph or messenger, whichever is the later."

Our records show that you were notified of the award of contract by mail on October 1, 1956 - therefore within the 10-day limit and the October 12th date prevails. It is our conclusion that the Highway Department was correct in beginning time charges at that time.

Your attention is respectfully drawn, however, to the paragraph entitled "Increase in Time for Performance of Contract" in the Special Provisions. Under that paragraph, failure of the State to submit the contract and bond to you for execution within 20 days after receiving bids may be considered cause for increasing the number of workdays, to the extent only that such failure actually delayed your operations.

The withholding of submission of the formal contract itself for more than the 20 days after the opening of bids was entirely due to your own failure to comply with the State Laws regarding license from the State Corporation Department.

If, however, you wish to request an increase in workdays under this provision, you may do so. Your request shall be in writing, shall set forth in full the conditions which have delayed or prevented completion of the work, shall state the dates of the workdays during which prosecution of the work was actually prevented by such conditions, and shall be accompanied by the written consent of the surety to any increase in number of workdays which may be granted by the Commission.

If you do submit your request, it will be submitted to the Commission for consideration at its next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By
G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc: Mr. W. C. Williams
Mr. P. M. Stephenson
Mr. A. F. Parson
Mr. Lyle Peterson

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1956

SUBJECT: Umatilla River Bridge
Contract No. 4818

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

White Brothers Company and White Brothers Construction Company, Inc. bid this job as a joint venture on September 27, and were awarded the contract as of that date. They were notified of this award by the Secretary in the usual manner on October 1. Contracts were prepared by this office and turned over to the Secretary for the usual processing. In processing the contracts, it was discovered that White Brothers Construction Company, Inc. were not licensed to do business in the State of Oregon under Oregon Corporation laws. The firm was notified of this on October 2 and were advised that the contracts would be witheld until such time as they did obtain the necessary license required by Corporation laws. This was not done until November 13 at which time the contracts were delivered to Mr. White in this office to be executed.

Under the contract, as originally awarded, the beginning of the workday count would be October 12, 1956. Mr. Peterson prepared weekly statements of workday charges, starting the workday count against the contract completion time on October 12. The contractor has protested starting the workday count on October 12, stating that he had not received a contract for signature within the 20 day time provided in the special provisions.

It appears to me that the reason the contracts were not delivered to the contractor was entirely the contractor's fault, and that we are in order in starting the workday count on the date specified in the contract. May I have your comments on this.

Copies of the contractor's protest are attached along with copies of other pertinent notices, etc.

P. M. Stephenson

P. M. Stephenson
Bridge Engineer

NOTED G.S.P.

RECEIVED
NOV 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

CAG:eh
attached

ER-32(1) Bybee Br. (Rogue R.) Sec., 1956
Table Rock Road
#4819

Form A-190—10M—6-57

NOTED
John F. Hagemann

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
OCT 7 1957

Jackson County
Medford, Oregon

Attn: County Court

4819

Invoice No. 52753
Date October 4, 1957
Your Req. No.
Billing Request No. cc 363
Credit Distribution: 215-11[illegible]3-297

Final Billing, [illegible] Bridge Section Embankment Repair, [illegible]-32(1), [illegible] 273, covered by agreement dated 8/17/56.

Original advance deposit	2,7[illegible]9.88	
Less amount previously transferred	2,2[illegible]9.88	
Balance in advance deposit		500.00
County share total cost as per attached statement	2,[illegible]9.01	
Less amount previously transferred	2,229.88	
Balance		18[illegible].13
To be Refunded		$310.87

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ________________________________

NOTED
C. G. SWENSON

State Printing 4396

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED
C. G. SWENSON

September 27, 1957

NOTED
Harold C. Ayers

Mr. Paul B. Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
John F. Hagemann

Dear Mr. Rynning:

Final collections have now been made for the Bybee Bridge Embankment Repair, ER-32(1), on FAS 273.

The costs for highway department contract no. 4819 covering riprap on this section of road are shown in the attached statement of final costs. As shown in this statement, a refund of $310.87 is due the county on this portion of the project. This refund will be made by means of a check from our accounting division within the next few days.

In addition, the federal funds collected for that portion of the project performed by county forces will be forwarded to the county in the near future. These federal funds total $1,698.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

Completed 11/15/56

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Jackson

Contract No. 4819

Date 9/27/57

FAS 273

Section Bybee Bridge Embankment Repair, ER 32(1)

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Loose riprap	c.y.	$4.50	983.65	$4,426.43

Subtotal	$4,426.43
Construction Engineering	517.58
Total Construction Costs	$4,944.01
Federal Funds Collected for Project	$2,465.00
Balance to be paid by County as per agreement dated 8/17/56 . .	$2,479.01

County Advance Deposit	$2,789.88
Less Agreed County Share Total Costs	2,479.01
REFUND DUE COUNTY	$ 310.87

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
September 27, 1957

ER-32(1), FAS 273, Jackson County
Bybee Bridge Section Embankment Repair

Mr. C. H. Maison
OFFICE

NOTED
John F. Hagemann

The subject named project was partly constructed by Highway Department Contract No. 4819 and partly by county forces. Federal funds collected for the contract costs should be credited to the construction prefix 215-1143 and retained by the state. Federal funds collected for the county force work should be paid directly to Jackson County. The breakdown of these federal funds as furnished by J. W. Nash's office is as follows:

	Federal Funds	
Contract No. 4819	$2,465	To be credited to 215-1143.
County Force Work	$1,698	To be paid to County.

In addition, Jackson County has made an advance deposit to cover the balance of the contract costs not covered by federal funds. This office will make a request for outside billing to cover this county advance deposit.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: J. M. Hardie
J. W. Nash

NOTED
JOHN D. GRAHAM

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

August 5, 1957

NOTED

NOTED
John F. Hagemann

Mr. C. G. Swenson
Engineer, County and City Relations
State Highway Department
Salem, Oregon

Re: FAS-273
ER-(32)1

Dear Mr. Swenson:

We have been looking foward for reimbursement for work performed on FAS-273, due to serious flood damage. Have you any way checking with the B.P.R. as to when this project will be approved for payment?

If a contractor would have to wait as long for his payments as the County has for this job, I do not think there would be any contractor bidding.

Any information you can get me in this matter will be greatly appreciated.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:lp

NOTED
JOHN D. GRAHAM

5/17/57 submitted to B.P.R.
B.P.R. will audit in Sept.
for emergency work.
Payment [illegible] by 1 to 2 weeks
above told to Rynning
by phone 8/6/57
No answer required JFH

RECEIVED
AUG - 6 1957

NOTED
C. G. SWENSON

Mr W. C. W[illegible]

RECEIVED
MAR 19 1957

FR-[illegible]

Bybee Bridge
Contract #4819

NOTED
W. C. WILLIAMS

March 11th, 1957

FINAL COST ANALYSIS
Embankment Repair
F. L. Somers, Contractor
Jack Rowland, Resident Engineer

Table Rock Road
Prefix 215-1143-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Loose Riprap	983.65	Cu. Yd.	$3.69	$4.50	$3,628.97	$4,426.43

Gross Revenue	$4,426.43
Total Cost	3,628.97
Net Profit	$ 797.46

Net Profit Equals 18.0% of Gross Revenue

RECEIVED
MAR 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Detail of Cost

Labor:

Labor	$1,347.27	
Labor Insurance	97.68	
Health & Welfare	48.80	
		$1,493.75

Equipment Rental and Miscellaneous Expense:

Equipment (Own)	$1,023.66	
" (Hired)	434.00	
Gas, Oil and Grease	284.16	
Powder	88.90	
Bond	36.45	
Small Tools	76.57	
Liability Insurance	18.67	
Home Office and General Overhead	172.81	
		2,135.22

Total Cost $3,628.97

Remarks:

This was an Emergency Relief Project having the status of a "Federal Aid Primary Project" located on the Table Rock County Road in Jackson County. The south end of the project was 0.04 mile north of the north end of Bybee Bridge over the Rogue River about 5.5 miles northwesterly of the city of Central Point. The north end of the project was approximately 0.23 mile north of the north end of Bybee Bridge. The overall length of the project was 0.19 mile.

The work to be done under the contract consisted of the placing of loose riprap on the roadbed slopes as called for in the plans and as the engineer directed.

The project was bid and awarded to F. L. Somers on September 28th, 1956. The contractor moved in and began work on October 26th, 1956 and completed the project on November 17th, 1956.

The contractor elected to use his own source of material located 0.25 mile westerly of Jacksonville on the Medford-Provolt Highway instead of the source designated by the State for this project as he was already working out of this quarry. He hauled the material to the project in two 8 cu. yd. trucks and shaped the slopes with a 3/4 cu. yd. dragline.

The contractor had good equipment, supervision and bid price and made an excellent profit.

M. N. Juve
Chief Cost Analyst

By . . F. W. Sugnet

A

RECEIVED
JAN 7 - 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 3, 1957

ER-32 (1)		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4819	2-Final	F. L. Somers

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
28387	H-169515	$ 500.00	~~12~~ 1/2/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 20 Workdays from 10-15-56

Time Extensions: None

Completion Date: Nov. 15, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-3-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 4 1957

Ruth Rawlings

NOTED ON CARD

NOTED
Harold C. [illegible]

Salem, Oregon
December 17, 1956

Oregon Project ER 32(1)
FAS 273, Jackson County

Mr. S. H. Probert
OFFICE

Attention: Mr. J. W. Nash

NOTED
J. F. HAGEMANN

Attached is a copy of the quantities of work performed by Jackson County under agreed unit prices as contained in the agreement dated August 7, 1956, of which you have a copy. The total cost of the County Force work is as follows:

County Force Work

Agreed Unit Price	
1. Gravel fill material - None	$ ----
2. 3/4"- 0" crushed rock in level, course and shoulder, 28 cy. @ $2.50	70.00
3. 2 1/2" thick bituminous road mix pavement and shoulder. 3,377.77 sq. yds. @ $0.65	2,195.55
Subtotal, Agreed Unit Price	$2,265.55
Emergency work to open to travel (Detailed cost of labor, materials & equipment rental submitted to you by letter of October 4, 1956.)	$1,130.33
Total County Force	$3,395.88

The above should be added to the contract work performed under Highway Department Contract No. 4819 for total cost of the project.

John F. Hagemann
Asst. Engr. County & City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. E. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

December 11, 1956

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention Mr. Clarence E. Swenson, Engineer
County and City Relations

Gentlemen:

I am enclosing herewith a report of work completed by Jackson County on FAS273 ER-32(1) per agreement with the Oregon State Highway Commission dated August 7, 1956. You will notice that we did not use any gravel fill material because none was required over and above the work previously performed and forwarded to you under date of June 6, 1956. We also used only 28 cubic yards leveling course material.

The job is now ready for inspection by the Bureau of Public Roads.

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:sr

Enclosure

RECEIVED
DEC 13 1956
[illegible]

RECEIVED
DEC 13 1956
OREGON
STATE HIGHWAY COMMISSION

REPORT OF WORK DONE BY JACKSON COUNTY ON FAS 273-ER(1)

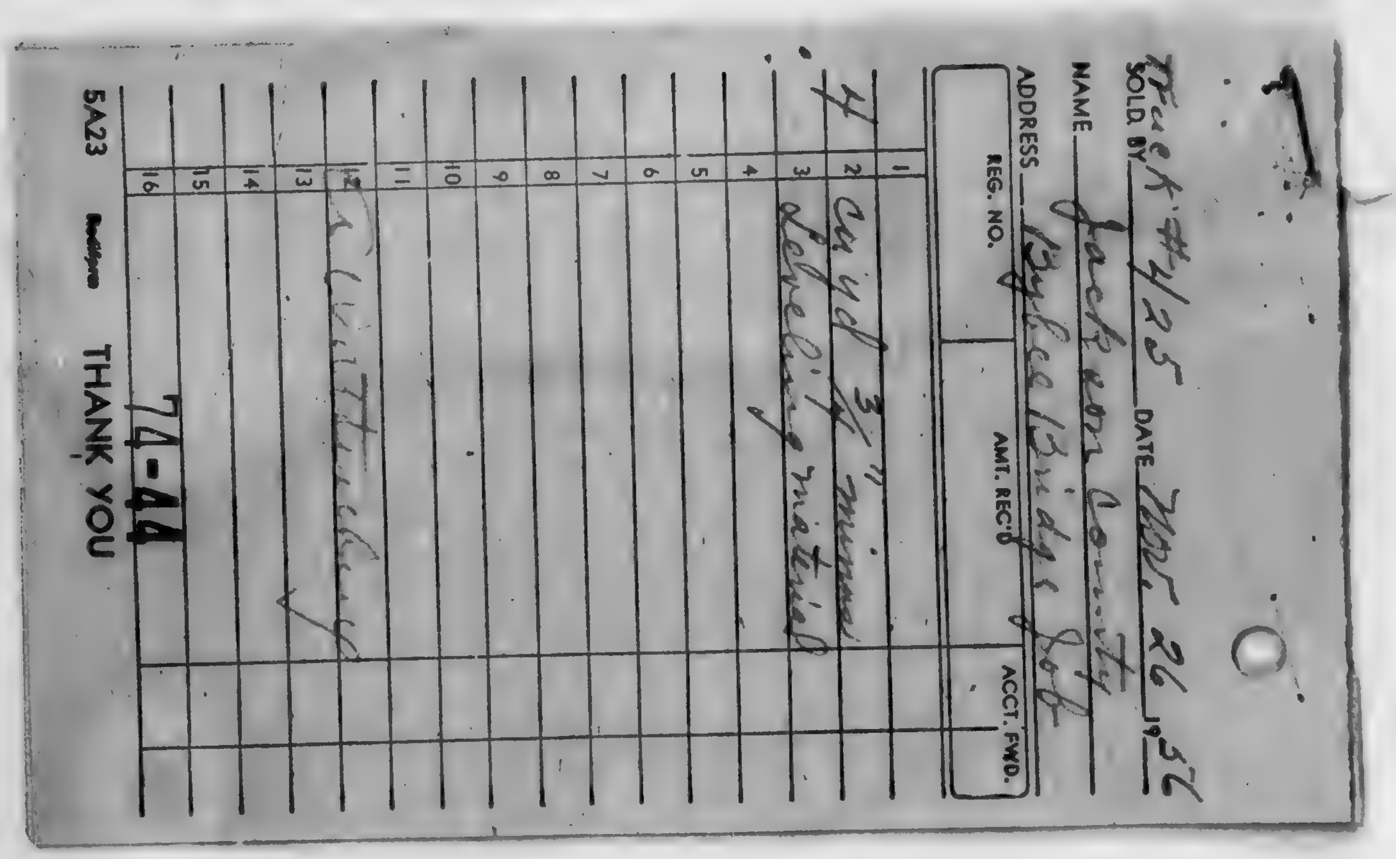
PER AGREEMENT WITH OREGON STATE HIGHWAY COMMISSION

DATED AUGUST 7, 1956

Crushed rock 3/4" minus leveling course - total 28 cubic yards

Tickets 74-44, 74-45, 74-46, 74-47, 74-48, 74-49, and 74-50 (Attached)

Pavement Station 195+50 to 207+50 1200' x 22'	2933.33 Square Yards
Shoulder Pavement 196+00 - 206+00	
1000' x 4'	444.44 Square Yards
Total Pavement	3377.77 Square Yards



SOLD BY Truck #4/25 DATE Nov 26 1956

NAME Jackson County

ADDRESS Bybee Bridge Job

REG. NO.	AMT. REC'D	ACCT. FWD.

1	
2	4 cu yd 3/4" minus
3	leveling material
4	
5	
6	
7	
8	
9	
10	
11	
12	[illegible]
13	
14	
15	
16	

74-44

5A23

THANK YOU

REPORT OF WORK DONE BY JACKSON COUNTY ON FAS 273-ER(1)

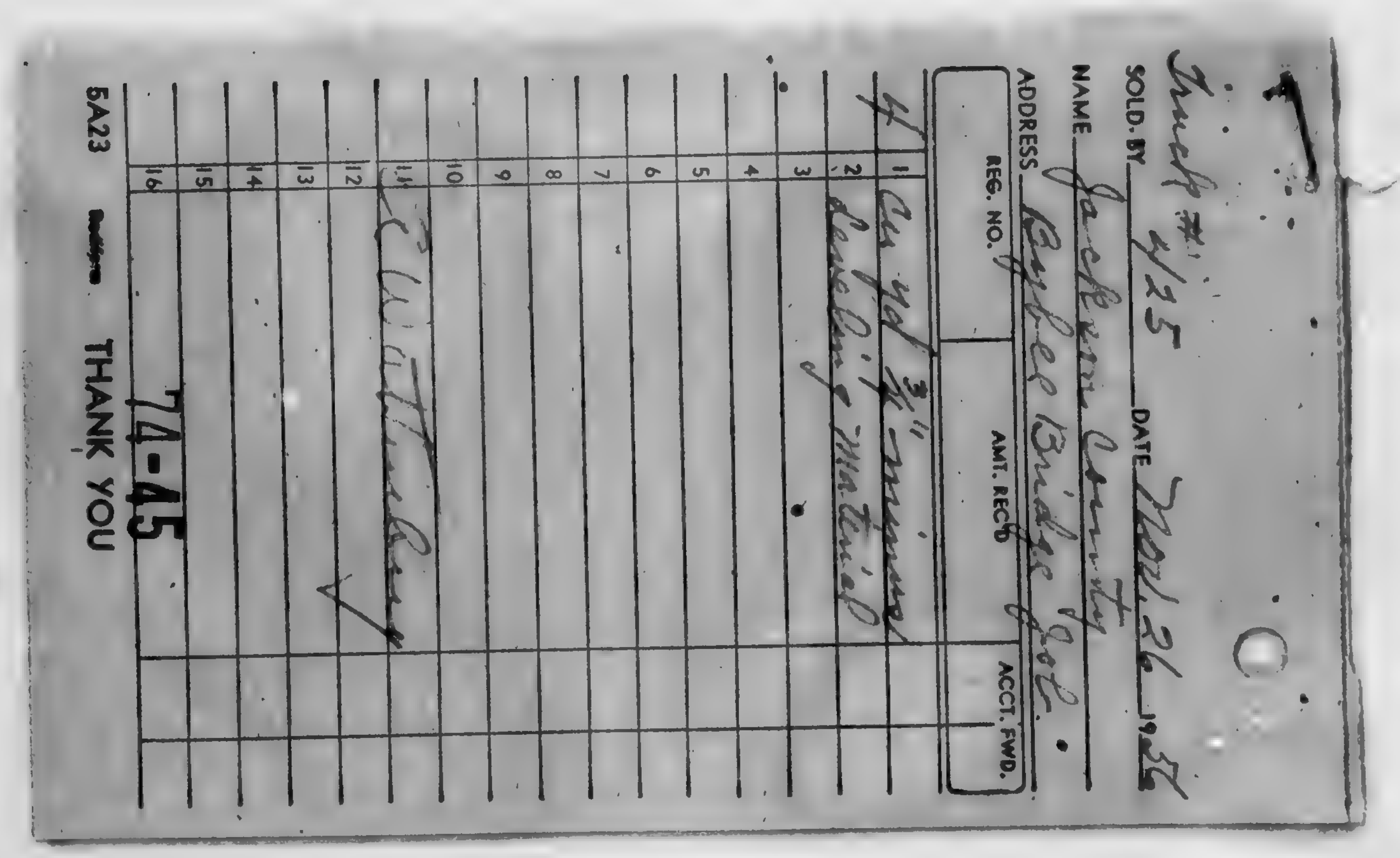
PER AGREEMENT WITH OREGON STATE HIGHWAY COMMISSION

DATED AUGUST 7, 1956

Crushed rock 3/4" minus leveling course - total 28 cubic yards

Tickets 74-44, 74-45, 74-46, 74-47, 74-48, 74-49, and 74-50 (Attached)

Pavement Station 195+50 to 207+50 1200' x 22'	2933.33 Square Yards
Shoulder Pavement 196+00 - 206+00 1000' x 4'	444.44 Square Yards
Total Pavement	3377.77 Square Yards



Truck #1 4/25

SOLD BY ______ DATE Nov. 26 1957

NAME Jackson County

ADDRESS Bybee Bridge Job.

REG. NO. | AMT. REC'D | ACCT. FWD.

1 4 Cu yd 3/4" minus

2 leveling material

3

4

5

6

7

8

9

10

11

12

13

14

15

16

5A23

74-45

THANK YOU

REPORT OF WORK DONE BY JACKSON COUNTY ON FAS 273-FR(1)

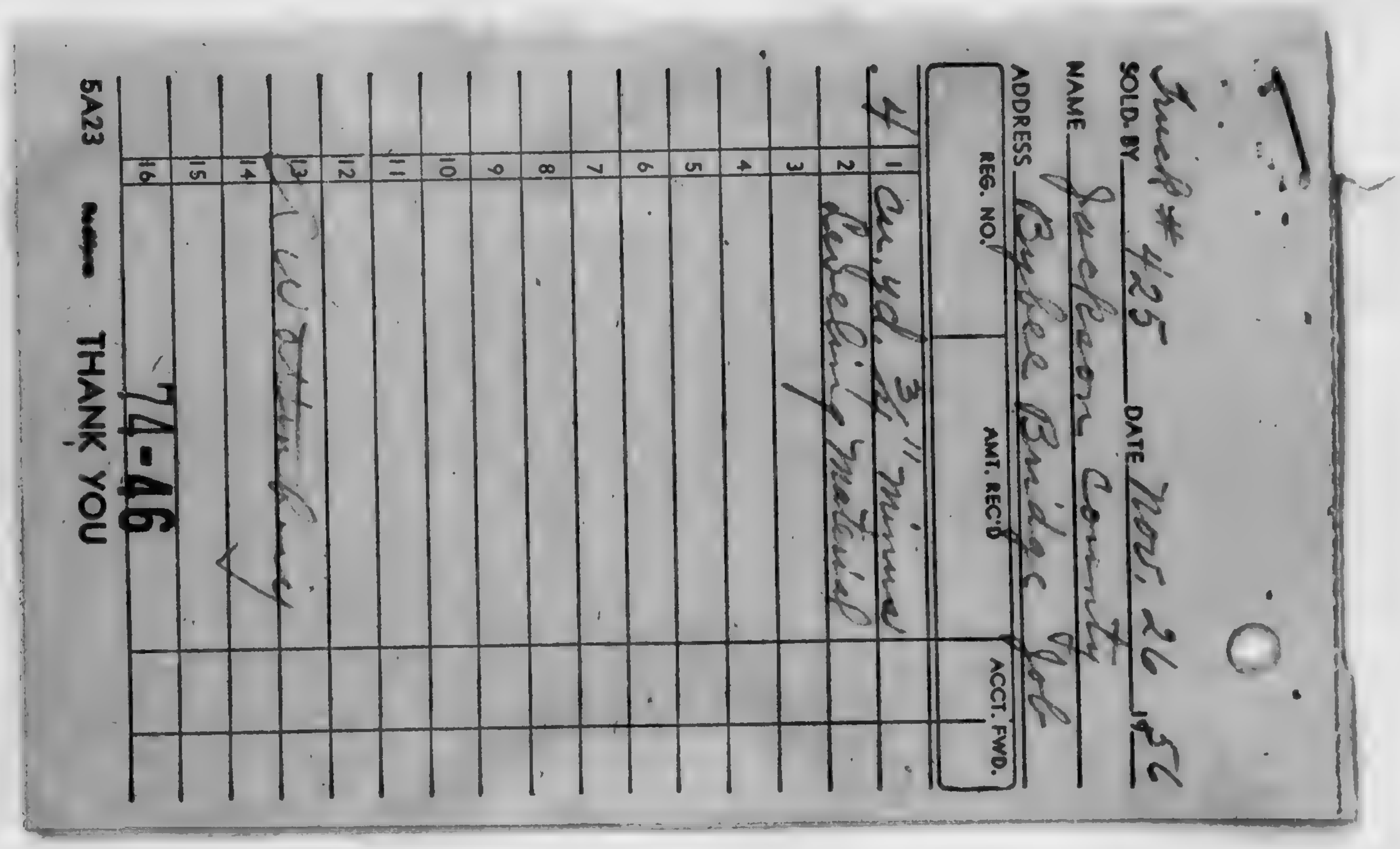
PER AGREEMENT WITH OREGON STATE HIGHWAY COMMISSION

DATED AUGUST 7, 1956

Crushed rock 3/4" minus leveling course - total 28 cubic yards

Tickets 74-44, 74-45, 74-46, 74-47, 74-48, 74-49, and 74-50 (Attached)

Pavement Station 195+50 to 207+50 1200' x 22'	2933.33 Square Yards
Shoulder Pavement 196+00 - 206+00 1000' x 4'	444.44 Square Yards
Total Pavement	3377.77 Square Yards



Truck # 425

SOLD BY ____ DATE Nov. 26 1956

NAME Jackson County

ADDRESS Bybee Bridge Job

REG. NO.	AMT. REC'D	ACCT. FWD.

1 4 cu. yd. 3/4" minus

2 leveling material

13 [illegible]

5A23

74-46

THANK YOU

REPORT OF WORK DONE BY JACKSON COUNTY ON FAS 273-ER(1)

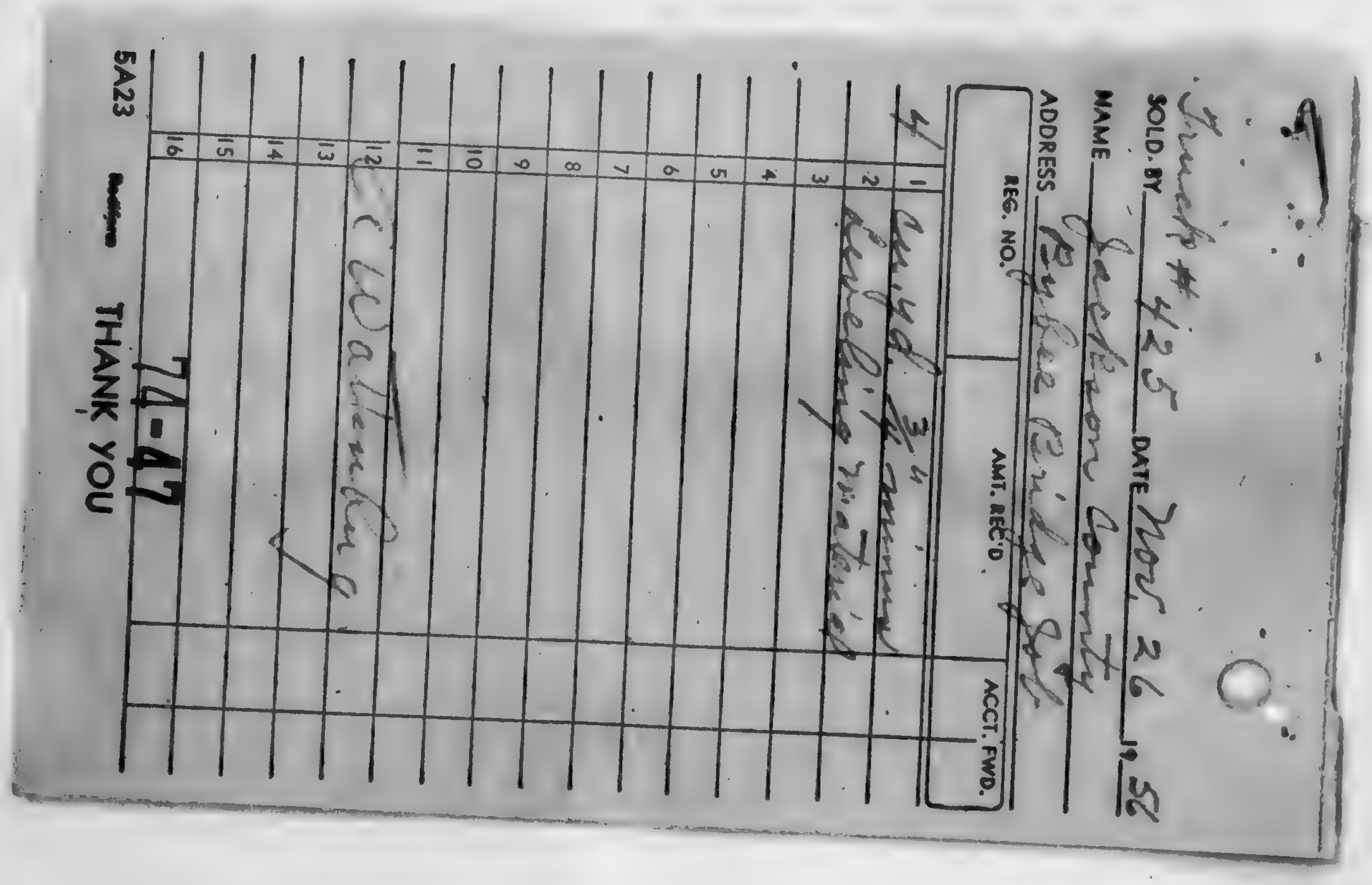
PER AGREEMENT WITH OREGON STATE HIGHWAY COMMISSION

DATED AUGUST 7, 1956

Crushed rock 3/4" minus leveling course - total 28 cubic yards

Tickets 74-44, 74-45, 74-46, 74-47, 74-48, 74-49, and 74-50 (Attached)

Pavement Station 195+50 to 207+50 1200' x 22'	2933.33 Square Yards
Shoulder Pavement 196+00 - 206+00	
1000' x 4'	444.44 Square Yards
Total Pavement	3377.77 Square Yards



Truck # 425

SOLD BY ________ DATE Nov. 26 1956

NAME Jackson County

ADDRESS Bybee Bridge Job

REG. NO.	AMT. REC'D	ACCT. FWD.

4 1 cu. yd. 3/4" minus

2 Leveling material

3

4

5

6

7

8

9

10

11

12 E C Wattenburg

13

14

15

16

74-47

5A23 THANK YOU

REPORT OF WORK DONE BY JACKSON COUNTY ON FAS 273-ER(1)

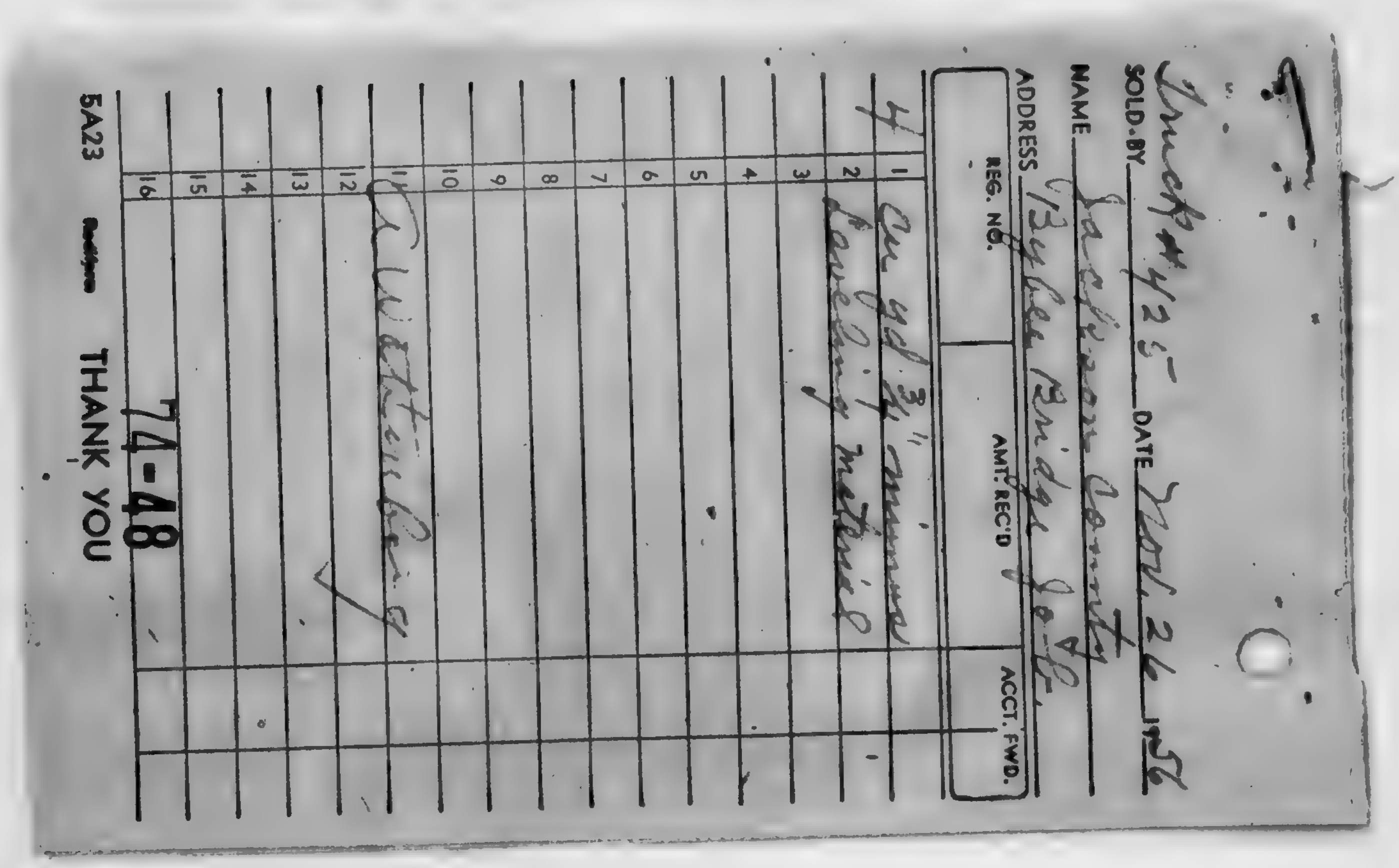
PER AGREEMENT WITH OREGON STATE HIGHWAY COMMISSION

DATED AUGUST 7, 1956

Crushed rock 3/4" minus leveling course - total 28 cubic yards

Tickets 74-44, 74-45, 74-46, 74-47, 74-48, 74-49, and 74-50 (Attached)

Pavement Station 195+50 to 207+50 1200' x 22'	2933.33 Square Yards
Shoulder Pavement 196+00 - 206+00	
1000' x 4'	444.44 Square Yards
Total Pavement	3377.77 Square Yards



Truck #425

SOLD BY ______ DATE Nov. 26 1956

NAME Jackson County

ADDRESS Bybee Bridge Job

REG. NO.	AMT. REC'D	ACCT. FWD.

4 | 1 | cu yd 3/4" minus
2 | leveling material
11 | A Wattenburg

74-48

5A23 Rediform THANK YOU

REPORT OF WORK DONE BY JACKSON COUNTY ON FAS 273-ER(1)

PER AGREEMENT WITH OREGON STATE HIGHWAY COMMISSION

DATED AUGUST 7, 1956

Crushed rock 3/4" minus leveling course - total 28 cubic yards

Tickets 74-44, 74-45, 74-46, 74-47, 74-48, 74-49, and 74-50 (Attached)

Pavement Station 195+50 to 207+50 1200' x 22'	2933.33 Square Yards
Shoulder Pavement 196+00 - 206+00 1000' x 4'	444.44 Square Yards
Total Pavement	3377.77 Square Yards

Truck #425

SOLD BY ____ DATE Nov 26 1956

NAME Jackson County

ADDRESS Bybee Bridge Job

REG. NO. AMT. REC'D ACCT. FWD.

1 4 cu yd 3/4" minus

2 leveling material

74-49

5A23 THANK YOU

REPORT OF WORK DONE BY JACKSON COUNTY ON FAS 273-ER(1)

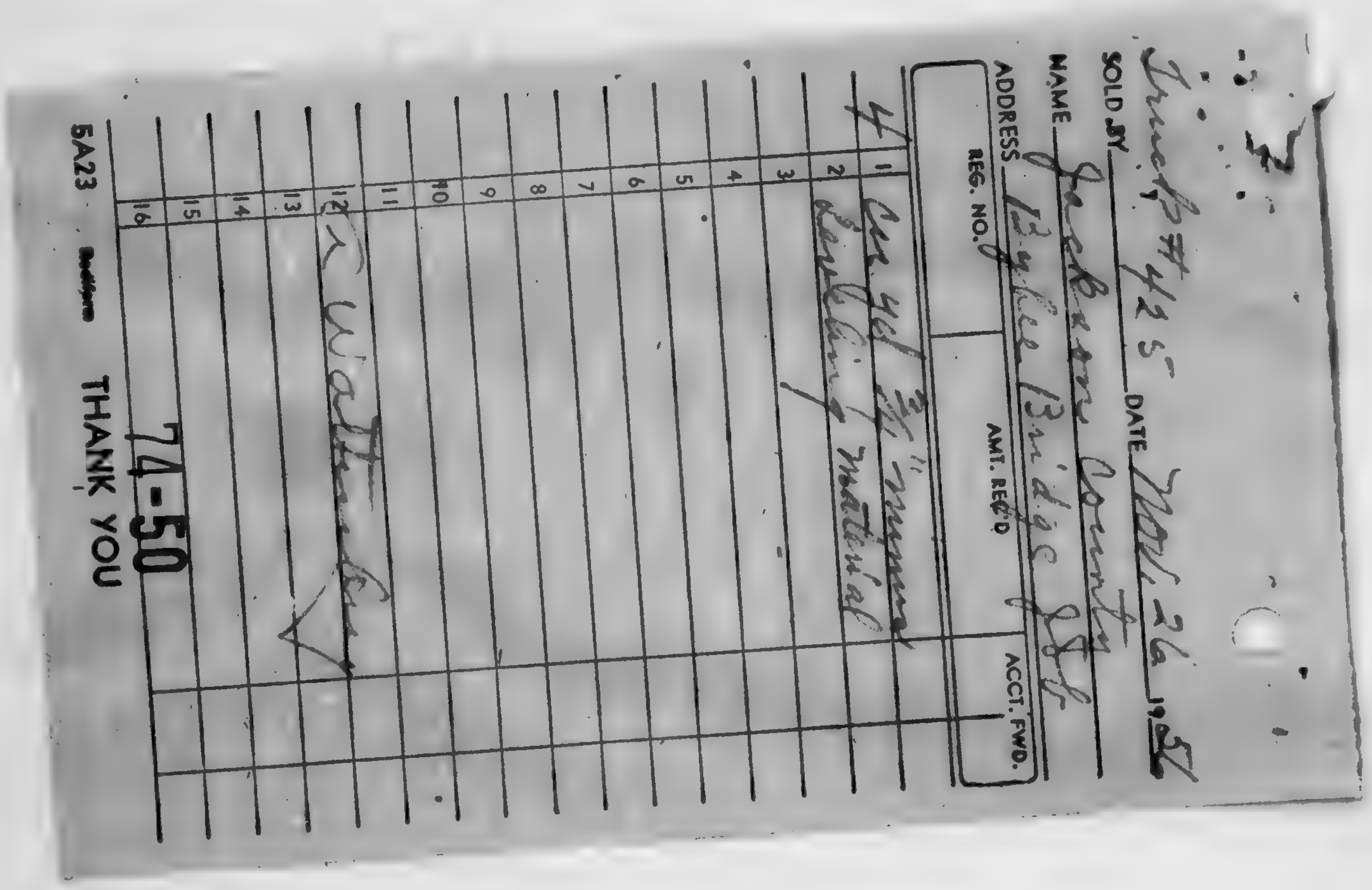
PER AGREEMENT WITH OREGON STATE HIGHWAY COMMISSION

DATED AUGUST 7, 1956

Crushed rock 3/4" minus leveling course - total 28 cubic yards

Tickets 74-44, 74-45, 74-46, 74-47, 74-48, 74-49, and 74-50 (Attached)

Pavement Station 195+50 to 207+50 1200' x 22'	2933.33 Square Yards
Shoulder Pavement 196+00 - 206+00	
1000' x 4'	444.44 Square Yards
Total Pavement	3377.77 Square Yards



SOLD BY Truck #425 DATE Nov. 26 19[illegible]

NAME Jackson County

ADDRESS Bybee Bridge [illegible]

REG. NO. | AMT. REC'D | ACCT. FWD.

1 4 cu. yd 3/4" minus

2 leveling material

12 R Walker

74-50

5A23

THANK YOU

RECEIVED
DEC 17 1956
FOR FILING

EK-32[illegible]

4819

December 14, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4819 for embankment repair on the Bybee Bridge (Rogue River) Section of the Table Rock Road in Jackson County was completed by the contractor, F. L. Somers, on November 15, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $4,426.43 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Continental Casualty Co.
Victor S. Risley Co.
808 Board of Trade Bldg.
Portland, Oregon

NOTED ON CARD

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 799
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

December 4, 1956

NOTED

NOTED
J. F. [illegible]

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention Mr. Clarence E. Swenson, Engineer ✓
County and City Relations

Gentlemen:

On July 25, I forwarded to you two copies of agreement covering the county forces' work on Oregon Project ER-32(1), North approach to Bybee Bridge FAS 273. One copy was to be returned and I have been unable to locate it in the courthouse. Will you check your records to find out whether or not our copy was returned and, if so, to whom. In the meantime, could I have a copy for my files.

The County has completed the paving on the above described section of road, and I would appreciate it if your department would check the same for approval.

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:sr

NOTED
JOHN D. GRAHAM

taken care of
J. F. H.
12/6/56

NOTED
C. G. SWENSON

ED
DEC 5 1956

RECEIVED
DEC 5 1956
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

November 27, 1956

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
J. F. [illegible]

Dear Mr. Rynning:

This is to advise you that work was completed on November 15th on Contract No. 4819, Bybee Bridge (Rogue River) Section of FAS 273, in Jackson County in connection with Federal-aid Project No. Er-32(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County and City Relations

JDG:mm

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
NOV 30 1956
FOR FILING
ER-32 (1)

4819

November 30, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. L. Somers in connection with contract No. 4819, for embankment repair on the Bybee Bridge (Rogue River) Section of the Table Rock Road in Jackson County. This payment, in the amount of $3,926.43, will be released to the contractor on or after December 10, 1956. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland, Oregon

NOTED ON CARD
gl

RECEIVED
NOV 23 1956
FOR FILING

ER-32 (1)

4819

November 23, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 15, 1956, on Contract No. 4819, Dodge Bridge (Rogue River) Section, in Jackson County, in connection with Federal Aid Project No. ER-32 (1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WCW:lmr

CC: Clarence Swanson

Form E-1—10M—6-56

A

EK-32 (1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 23, 1956, 19

Section BYBEE BRIDGE (ROGUE RIVER)
Kind of work Embankment Repair

Highway TABLE ROCK ROAD
Section prefix 215-1143

Contractor F. L. Somers
Contract number 4819

Date of contract October 3, 1956, 19
Date of completion 20 days begin Oct. 15, 1956, 19

Date work started October 26, 1956, 19
Estimated date of completion Nov. 15, 1956, 19

Project authorization $ 5,580.00
Exclusive of Engineering $ 5,183.20
Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 4,426.43

Estimated per cent ~~overrun~~ or underrun 8.9 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 396.80

Engineering cost to date $ 556.16, 140 %

Date project was completed Nov. 15, 1956, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was completed and sent to the Division Office.

This is the last weekly report to be submitted on this project.

Noted
M. N. Juvo

NOTED
L. H. Young

Signed Jack A. Rowland
Jack A. Rowland, Resident Engineer
Address Box 23, Central Point, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 95633

NOTED
V. D. WOLFE

Riprap

	~~GRADING~~	~~SURFACING~~	~~MAINTENANCE~~	~~OIL AND BITUMINOUS MACADAM~~	~~PAVING~~
Miles in project	0.19				
Miles partially completed	0.19				
Miles completed	0.19				
Total estimated quantities (contract)	1,080				
Total quantities corrected to date	985				
Estimated quantities moved or placed to date	985				
Average daily quantities	0				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors°

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

CP18-2322

Form PR 2 (Revised 1950)

RECEIVED
NOV 20 1956
FOR FILING

ER-32(1)

4819

State Oregon
Project No. ER-32(1)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of November, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 22nd day of March, 1956, a program, which was approved on the 16th day of April, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 27th day of August, 1956, and the sum of four thousand, eight hundred thirty five and 00/100 dollars ($4,835.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

~~Between~~ Flood damage repair between stations 196+00 and 208+00, north of Agate,

, length 0.227 miles, in Jackson County,

being Oregon project No. ER-32(1), consisting of 0.227 miles of

roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of combined length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four thousand, eight hundred thirty five and 00/100 dollars ($ 4,835.00), which does not exceed the authorized Federal pro rata share of nine thousand, six hundred seventy and 46/100 dollars ($ 9,670.46), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

November 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Bybee Bridge Section, Project No. ER-32(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:bb

4817

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Bybee Bridge Section
Table Rock Road
Jackson County

NATURE OF WORK:

Loose Rip Rap and Slided Removal (County Force & Contract)

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4819 F. L. Somers 10-3-56

DATE OF COMPLETION:

20 Workdays from 10-15-56

REMARKS:

October 15, 1956

Mr.C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Bybee Bridge Section, Project No. ER-32(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:la

Oregon State Highway Department

Federal Aid
Project No. ER-32(1)

BYBEE BRIDGE SECTION OF THE

TABLE ROCK ROAD IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices, agreed unit prices and estimated cost of work performed by county forces.)

Salem, Oregon, Oct. 15, 1956

Type Code 4231
Loose Riprap (Contract)(Sta. 196+00 to Sta. 206+00)(Contract No. 4819)

1,080 cu. yds.	Loose Riprap	$4.50	$4,860.00

Roadway (County Forces)(Sta. 196+00 to Sta. 208+00)(Agreed Unit Prices)

150 cu. yds.	Gravel Fill Material	$1.00	$ 150.00
100 cu. yds.	3/4" - 0 Crushed Rock in Leveling Course and Shoulders	2.50	250.00
3,540 sq. yds.	2½-inch Road Mix	0.65	2,301.00
			$2,701.00
All Required	Flagging (57½% of Contractor's Cost)		100.00
			$2,801.00

Emergency Slide Removal (Sta. 196+00 to Sta. 208+00)(Based on Estimated work performed by county forces)

All Required	Labor, Equipment and Materials		1,130.33
		Subtotal	$8,791.33
		10% Engr. & Cont.	879.13
		Total	$9,670.46

Length of Roadway 0.227 Mile
Cost of Roadway per Mi. $42,601.14

Federal Funds -	$4,835.00
County Funds -	4,835.46
	$9,670.46

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited with the Highway Department by Jackson County.

BYBEE BRIDGE SECTION

PROJECT NO. ER-32(1)

Summary of Cost of Emergency Work Performed by County Forces

Labor		$ 307.63
Materials		483.60
Equipment		339.10
	Total	$1,130.33

08-35

August 27, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project ER-32(1), North Approach, Bybee Bridge Section on the Table Rock Road.

This is to authorize your advertising for bids for the loose rip rap embankment protection. You are also authorized to proceed with the restoration of the intermediate type surfacing by county forces at agreed unit prices as set forth in the State-County agreement dated August 7, 1956.

The time limit of 20 working days for the rip rap construction is satisfactory. No time limit is specified for the restoration of surfacing by county forces, however, it is expected that this work will be completed during the 1956 working season.

Very truly yours,

C. G. POLK
District Engineer

REFERRED TO
Probert
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
SEP 13 1956
OREGON
STATE HIGHWAY COMMISSION

FORM 530—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1956

SUBJECT: Jackson County
ER-32(1), FAS 273
N. Approach, Bybee Bridge

To: Mr. S. H. Probert
OFFICE

Attention: Mr. J. W. Nash

Enclosed are three copies of an agreement covering that portion of the subject named project which has been or will be performed by county forces. In addition the State will contract riprap slope protection of the approach also as a part of ER-32(1). The project to be contracted is in the hands of the design division and the specifications division and is being readied for the September letting.

The agreement contains costs of the county force work already performed and an estimate of the work to be performed. The cost of the work already performed will be participated in by the B.P.R. on the basis of cost of labor, materials, and equipment rental. We have this cost data in our office. B.P.R. participation in the cost of work to be performed will be on the basis of agreed unit prices as shown in the agreement.

Also enclosed is a tracing, prints of which it is believed will be satisfactory for submission to the B.P.R.

If you wish any additional information please advise.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Encl.

Oregon State Highway Department

Federal Aid
Project No. ER-32(1)

BYBEE BRIDGE SECTION OF THE TABLE ROCK ROAD IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 27, 1956

Type Code 4231
Loose Riprap (Contract) (Sta. 196+00 to Sta. 206+00)

1,080 cu. yds.	Loose Riprap	$5.50	$5,940.00

Roadway (County Forces) (Sta. 196+00 to Sta. 208+00) (Agreed Unit Prices)

150 cu. yds.	Gravel Fill Material	$1.00	$ 150.00
100 cu. yds.	3/4" - 0 Crushed Rock in Leveling Course and Shoulders	2.50	250.00
3,540 sq. yds.	2½ Inch Road Mix	0.65	2,301.00
			$2,701.00
All Required	Flagging (57½% of Contractor's Cost)		100.00
	Subtotal		$8,741.00
	10% Engr. & Cont.		874.10
	Total		$9,615.10

Length of Roadway 0.227 Mile
Cost of Roadway per Mile $42,357.26

Federal Funds -	$4,807.55
County Funds- -	4,807.55
	$9,615.10

Bybee Bridge (Rogue River) Section,
Embankment Repair

Item No.	Item		Unit Price	Amount
1.	Loose Riprap For Four Dollars and Fifty Cents per cu. yd.	1,080 cu. yds.	$4.50	$ 4,860.00
		Total Amount of Contract		$ 4,860.00

RECEIVED
NOV 2 1956
FOR FILING

ER-32(1)

4819

November 1, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 26, 1956, on Contract No. 4819, Bybee Bridge (Rogue River) Section, in Jackson County, in connection with Federal Aid Project No. ER-32(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmr

CC: County & City Relations

RECEIVED
OCT 31 1956
FOR FILING

F.R.3

[illegible]

October 25, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 1 covering State share of flagging costs on the Bybee Bridge (Rogue River) Section of the Table Rock Road in Jackson County, Contract No. 4819, in connection with Federal Aid Project No. ER-32(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:hb

Encl.

A

RECEIVED
OCT 19 1956
FOR FILING

ER-32 (1)

October 19, 1956

Mr. P. L. Somers
P. O. Box 668
Medford, Oregon

Dear Sir:

We enclose herewith for your files two fully executed copies of contracts awarded by the State Highway Commission, as follows:

Contract No. 4811, covering the River Banks Farm Section of the Rogue River Loop Highway in Josephine County, awarded September 28, 1956.

Contract No. 4819, for embankment repair on the Bybee Bridge (Rogue River) Section of Table Rock Road in Jackson County, awarded October 3, 1956.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

A

RECEIVED
OCT 17 1956
FOR FILING

[illegible]

4819

October 4, 1956

Mr. F. L. Somers
P. O. Box 668
Medford, Oregon

Dear Sir:

The State Highway Commission on September 28, 1956 accepted your proposal for embankment repair on Bybee Bridge (Rogue River) Section of the Table Rock Road, Jackson County, for the sum of $4,860 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer yesterday awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4819.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Attn: Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$ S E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 4. 1956
8:30 a. m.

F. L. Somers
Medford, Oregon

Contract for Bybee Bridge (Rogue River) Section of Table Rock Road, Jackson County, for which you submitted low bid on September 28, 1956 awarded you yesterday. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files ✓

Gravel fill & base. 624 c.y. @ $0.40 =	$249.60
Gravel topping, 1"-0", 260 c.y. @ $0.90 =	234.00
Total Material..............	$ 483.60
Equipment Rental..	339.10
Total....................	$1,130.33

The above work was performed on December 24 and 27, 1955, as shown in the attached payroll copy and equipment rental copy.

In addition to the above county force work on an agreed unit price basis estimated to cost $2,701 (as shown in agreement dated August 7, 1956, copies of which have been furnished you) is to be performed. This work was started by the county on August 9.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
October 4, 1956

North Approach, Bybee Bridge
ER-32(1), FAS 273
Jackson County

Mr. S. H. Probert
OFFICE

Attention: Mr. J. W. Nash

NOTED
J. F. HAGEMANN

NOTED
J. W. CATT[illegible]

The costs for work performed by Jackson County as an emergency measure to open the subject named section to travel are as follows:

Labor		
Payroll	$300.77	
State Industrial Accident Insurance: $300.77 X 3.8% - 40%	6.86	
Total Labor		$ 307.63
Materials		
Gravel fill & base, 624 c.y. @ $0.40 =	$249.60	
Gravel topping, 1"-0", 260 c.y. @ $0.90 =	234.00	
Total Material		$ 483.60
Equipment Rental		339.10
Total		$1,130.33

The above work was performed on December 24 and 27, 1955, as shown in the attached payroll copy and equipment rental copy.

In addition to the above county force work on an agreed unit price basis estimated to cost $2,701 (as shown in agreement dated August 7, 1956, copies of which have been furnished you) is to be performed. This work was started by the county on August 9.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
J. W. CATTRALL

NOTED
V. R JONES

October 4, 1956

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Mr. Rynning:

This is to acknowledge receipt of an advance deposit of $1,160 which when added to the refunds retained by the state on prior FAS projects makes a total deposit of $2,789.88 for the North Approach, Bybee Bridge riprap project (ER-32(1)) on FAS 273. Contract No. 4819 has been awarded to F. L. Somers of Medford and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
OCT 4 1956
FOR FILING

ER-32 (1)

Form A-180—10M—7-56

RECEIVED
OCT 5 - 1956

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 47770

NOTED
J. E. HAGEMANN

Jackson County
Medford, Oregon

Attn: County Court

Date October 3, 1956
Your Req. No.
Billing Request No. cc-268
Credit distribution: 215-1143-297

Advance Deposit	2,789.88
Partial transfer county's share total cost. Bybee Bridge (Rogue River) Section Embankment Repair, ER-32(1), FAS 273, covered by agreement dated August 17, 1956	2,289.88
To be retained	$ 500.00

NOTED

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________
By ____

State Printing 98055

RECEIVED
OCT 4 1956
FOR FILING

ER 32 (1)

4X11

October 3, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for embankment repair on the Bybee Bridge Section of Table Rock Road in Jackson County, Project ER-32(1), to F. L. Somers of Medford, Oregon, on the basis of the bid of $4,860.00 submitted on September 28, 1956.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SWP:ia

RECEIVED
OCT 1956
FOR FILING
OREGON DISTRICT ER-32 (1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 3, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project ER-32(1), Bybee Bridge Section of the Table Rock Road in Jackson County, we hereby concur as of this date in award of contract No. 4819 to F. L. Somers of Medford, Oregon, low bidder in the amount of $4,860.00 at the September 28, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 4 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 4 1956
FOR FILING

FORM 2-30X—50,000—10-54—

ER-32(1)

4819

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1956

SUBJECT: Oregon Project ER-32(1)
FAS 273, Jackson County

To: Mr. S. ~~H.~~ Probert
OFFICE

We have received this date Jackson County's advance deposit as required in connection with the Bybee Bridge (Rogue River) section, Oregon Project ER-32(1), on county FAS 273. This project is now clear for award of a contract insofar as this office is concerned.

This is not an FAS project but an emergency road fund project, and B.P.R. concurrence in the contract award is required.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: G. S. Paxson

RECEIVED
OCT 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

October 2, 1956

FAS 273

NOTED
V. R. JONES

NOTED
J. F. HAGEMANN

RECEIVED
OCT 3 - 1956

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. John W. Cattrall, Engineer,
County and City Relations

Gentlemen:

Pursuant to your request of September 28 I am herewith enclosing county warrant in the amount of $1,160.00 to cover deposit for replacing riprap on the North Approach to the Bybee Bridge (Oregon Project ER-32(1) on FAS 273.

Very truly yours,

Paul B Rynning
Paul B. Rynning
County Engineer

PBR:op
Enclosure

Jackson Co. warrant 6330 for $1160.00
to Acctg Div. advance fund 10-3

RECEIVED
OCT 3 1956
OREGON
STATE HIGHWAY COMMISSION

215-1143

September 28, 1956

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
J. W. CATTRALL

NOT[illegible]
J. F. [illegible]

Dear Mr. Rynning:

On September 28th the Highway Commission received a satisfactory bid for placing riprap on the North Approach to the Bybee Bridge (Oregon Project ER-32(1)) on FAS 273. As per the agreement between State and County, the following advance deposit is required from Jackson County prior to awarding a contract.

Bid Items	$4,860.00	
Anticipated Additional Items		
Flagging	100.00	
12-1/2% Engineering & Contingencies	620.00	
Total..............................	$5,580.00	
Advance Deposit of 50%............................		$2,790.00
Less Refunds on Completed FAS Projects Retained by State:		
Hilton Bridge	$904.14	
Little Applegate & Star Gulch Bridges	492.65	
Quartz & McNeil Creek Structures	233.09	$1,629.88
Required Cash Deposit......................		$1,160.12 or say $1,160

Please make this deposit by means of a check or warrant in the amount of $1,160 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

215-1143
Cont No. 4819

JFH:mm

RECEIVED
SEP 12 1956
FOR FILING

ER-32(1)

4819

September 11, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Bybee Bridge Section Project No. ER-32(1) on which project the roadway approaches are being constructed by county forces under an agreement with Jackson County on an agreed unit price basis.

For cost comparison purposes we are enclosing four copies of an estimate, prepared by our cost department of the work being performed by contract.

Copies of the agreement with Jackson County setting forth the agreed unit prices were submitted to you previously.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JMH:ch

[illegible] BRIDGE SECTION

Project No. ER-32(1)

Estimated Cost of Work on a Contract Basis

150 cu. yd.	Gravel Fill Material	1.00	$ 150.00
100 cu. yd.	3/4" - 0 Crushed Rock in Leveling Course and Shoulders	3.50	350.00
3,540 sq. yd.	2½" Road Mix	1.75	6,195.00
			$6,695.00

RECEIVED
AUG 30 1956
FOR FILING

ER-32(1)

4819

file

Fin. - 136

Salem, Oregon
August 27, 1956

Finance Agreement, Jackson County
North Approach, Bybee Bridge Section
ER-32(1), FAS 273

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached hereto is a conformed copy of a finance agreement with Jackson County covering the North Approach, Bybee Bridge Section, ER-32(1), FAS 273.

One fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jackson County.

Secretary

rn
Attach: 1

RECEIVED
AUG 28 1956
FOR FILING

ER-32 (1)

4819

August 27, 1956

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Jackson County a fully executed copy of a Finance Agreement between the State Highway Commission and Jackson County covering North Approach, Bybee Bridge Section, ER-32(1), FAS 273.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
SEP [illegible] 1956
FOR FILING

OREGON DISTRICT ER-32(1)

4517

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

August 27, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project ER-32(1), North Approach, Bybee Bridge Section on the Table Rock Road.

This is to authorize your advertising for bids for the loose rip rap embankment protection. You are also authorized to proceed with the restoration of the intermediate type surfacing by county forces at agreed unit prices as set forth in the State-County agreement dated August 7, 1956.

The time limit of 20 working days for the rip rap construction is satisfactory. No time limit is specified for the restoration of surfacing by county forces, however, it is expected that this work will be completed during the 1956 working season.

Very truly yours,

CGPolk

C. G. POLK
District Engineer

NOTED
[illegible]. S. PAXSON

RECEIVED
SEP 13 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

FORM 230—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1956

SUBJECT: Finance Agreement, Jackson County
North Approach, Bybee Bridge Section
ER-32(1), FAS 273

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the subject project.

Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This project was approved by the Highway Commission on July 12, 1956.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Aug 14, 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE 7-12-56 Agenda Item 4g
Secretary

RECEIVED
AUG 14 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V R [illegible]

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Salem, Oregon
August 10, 1956

Jackson County
ER-32(1), FAS 273
N. Approach, Bybee Bridge

Mr. S. H. Probert
OFFICE

Attention: Mr. J. W. Nash

NOTED
J. F. HAGEMANN

Enclosed are three copies of an agreement covering that portion of the subject named project which has been or will be performed by county forces. In addition the State will contract riprap slope protection of the approach also as a part of ER-32(1). The project to be contracted is in the hands of the design division and the specifications division and is being readied for the September letting.

The agreement contains costs of the county force work already performed and an estimate of the work to be performed. The cost of the work already performed will be participated in by the B.P.R. on the basis of cost of labor, materials, and equipment rental. We have this cost data in our office. B.P.R. participation in the cost of work to be performed will be on the basis of agreed unit prices as shown in the agreement.

Also enclosed is a tracing, prints of which it is believed will be satisfactory for submission to the B.P.R.

If you wish any additional information please advise.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Encl.

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

FAS 273

August 10, 1956

[illegible]
J. F. HAGEMANN

NOTED
J. F. HAGEMANN

Mr. John W. Cattrall
Engineer, County and City Relations
Salem, Oregon

Dear Mr. Cattrall:

We expect to finish paving the 22-foot strip on the Bybee Bridge Section, ER-32(1), FAS 273 today. We are not paving the extra 4-foot width adjacent to the riprap section because I thought it would interfere with the riprap construction. Our sealing will perhaps be delayed a couple of weeks.

The fruit industry will begin hauling fruit over this road beginning next Monday and that was one reason why I insisted on having this much of the work done prior to that date.

Very truly yours,

Paul B Rynning
Paul B. Rynning
County Engineer

PBR:sr

RECEIVED
AUG 14 1956

RECEIVED
AUG 9 1956
FOR FILING

ER-32(1)

4819

4819

August 9, 1956

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Jackson County one fully executed copy of an agreement between the State Highway Commission and Jackson County covering the county force work on the North Approach, Bybee Bridge, ER-32(1), FAS 273.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
AUG 9 1956
FOR FILING

E.R. 32(1)

4819

4819

August 9, 1956

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Jackson County one fully executed copy of an agreement between the State Highway Commission and Jackson County covering the county force work on the North Approach, Bybee Bridge, ER-32(1), FAS 273.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
AUG 9 1956
FOR FILING

ER-32(1)

4819

MISC. [illegible]RACTS and
AGREEMENTS No. 1264

file

Salem, Oregon
August 9, 1956

Jackson County
ER-32(1), FAS 273
North Approach, Bybee Bridge

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto are three certified copies of an agreement with Jackson County covering the county force work on the North Approach, Bybee Bridge, ER-32(1), FAS 273.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Jackson County Court.

Secretary

Fn
Attach: 3

FORM E30—50M—2-55—52986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1956

SUBJECT: Jackson County
ER-32(1), FAS 273
North Approach, Bybee Bridge

To: Mr. G. S. Paxson
OFFICE

Enclosed are five copies of an agreement covering the county force work on the subject emergency relief project. Two of these agreements have been executed by the proper county officials and are ready for presentation to the Highway Commission for signature.

After execution by the Highway Commission please return three certified true copies of the agreement to this office for transmittal to the B.P.R.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Encl.

Note: Your signature is required on the 2 executed agreements. J.F.H.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 7-12-56 agenda Item 48
H. J. Glaisyer
Secretary

APPROVED
AS'T STATE HIGHWAY ENGINEER
Date July 27, 1956

RECEIVED
JUL 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. R. JONES

F. W. [illegible]TRALL

NOTED
Harold C. Ayers

Salem, Oregon
August 2, 1956

Quarry Site, Riprap
N. Approach, Bybee Bridge Section
ER-32(1), FAS 273
Jackson County

Mr. Forrest Cooper
OFFICE

Attached is a copy of a letter from Mr. Rynning, Jackson County Engineer, and from Mr. Eugene K. Peterson, District Forester, re permission to obtain riprap material for the subject county E.R. project.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

cc: Mr. V. G. O'Neil

NOTED
J. F. HAGEMANN

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

July 31, 1956

RECEIVED
AUG 2 - 1956
ENGINEER
COUNTY & CITY RELATIONS

Mr. John W. Cattrall ✓
Engineer County & City Relations
Salem, Oregon

Dear Mr. Cattrall:

Enclosed find carbon copy of letter I received from the Bureau of Land Management, granting Jackson County or its agent to obtain 2000 yards or less of riprap to be used on the Table Rock Road north of Bybee Bridge. This approval was requested by Mr. Hagemann in a telephone conversation a few days ago.

I wish to call your attention to the fact this land is leased by the Government for grazing and the contractor must see to it that the fences are kept in such condition that any livestock or cattle will not be permitted to escape due to the contractor's operations.

The location of this quarry site is approximately two miles north-easterly from the job to be riprapped.

Very truly yours,

Paul B Rynning
Paul B. Rynning
County Engineer

PBR:sr

Enclosure

RECEIVED
AUG 2 1956
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
City Hall
Medford, Oregon

IN REPLY REFER TO:
LAND USE
8 Material Sites
8-1 Free Use Permi

JUL 30 1956

Mr. Paul Rynning
County Engineer
Jackson County Courthouse
Medford, Oregon

Dear Mr. Rynning:

In response to your telephone request today I have been advised that the Bureau of Land Management has no objection to removal by Jackson County or its agent of not to exceed 2,000 yards of rip-rap rock from the NW$\frac{1}{4}$SE$\frac{1}{4}$, Sec. 1, T. 36 S., R. 2 W., O&C land.

It is understood that this rock is in a ledge formation on the edge of Upper Table Rock and its development was begun by the military in World War II.

All improvements on the area must be given full protection as well as the interests of the Government's lessee.

Very truly yours,

Eugene K. Peterson
Eugene K. Peterson
District Forester

NOTED
V. R JONES

NOTED
Harold C. Ayers

July 25, 1956
Salem, Oregon

Jackson County
N. Approach Bybee Bridge Section
ER-32(1), FAS 273

Mr. Forrest Cooper
OFFICE

J. F. HAGEMANN

The field data for the subject project has been examined and found to be consistent with the desires of Jackson County.

Mr. Rynning, Jackson County Engineer, has been contacted re obtaining the right to remove rock from the quarry site in Section 1, T. 36S., R. 2W., and he advises that, after contacting Mr. Rowland, Highway Department Locating Engineer, he will make the necessary arrangements. He will advise this office when these arrangements have been completed. In order to allow sufficient time for these negotiations and to complete the necessary agreements between state and county, it is suggested this project be placed on the September letting.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: V. G. O'Neil
Frank Hall

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

NO[illegible]
Harold C. [illegible]

July 25, 1956

J. F. HAGEMANN

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. John F. Hagemann, Assistant Engineer
County and City Relations

Gentlemen:

I am herewith enclosing duly executed by the County Court, two copies of the agreement with respect to the re-building of a portion of the Table Rock Road.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:BJ

Enclosures - 2

D[illegible]
JUL 26 1956

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

July 23, 1956

NOTED
Harold C. Ayers

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

FAS 273
ER-32(1)

NOTED
J. F. HAGEMANN

Dear Mr. Rynning:

Enclosed are two copies of an agreement covering the county force work on Oregon Project ER-32(1), North Approach to the Bybee Bridge. The slope protection work which is to be performed by state contract will be covered by a separate agreement which has not yet been prepared.

If satisfactory please have the Court sign both copies of the agreement, the County Clerk attest, with seal, and return both copies to this office. After signature by the Highway Commission a fully executed copy will be returned for the county's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
Harold C. Ayers

FORM E-90X—50M—11-52—90235

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Salem, Oregon
July 6, 1956

SUBJECT: Repair of flood damage
north approach to Bybee Bridge,
Jackson County

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

J. H. [illegible]

Herewith copy of letter from Mr. Paxson in which he states that we are to handle the subject-named job for Jackson County in the same manner we handle our regular county FAS jobs. This is an approved Jackson County emergency repair item. The job is essentially that of riprapping the embankment slope in the vicinity of Bybee Bridge according to the typical section sent herewith. This embankment should no doubt be founded in a toe trench.

Will you please make the necessary survey and submit plans with estimate of cost so that this job can be contracted at an early date.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Asst. Construction Engineer

LHY:ep

Encl.

cc - W. C. Williams
J. W. Cattrall
G. S. Paxson

RECEIVED
JUL 9 1956
[illegible]
[illegible] RELATIONS

NOTED
Harold C. Ayers

FORM E-30—50M—9-54—79196

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
V. R JONES

Salem, Oregon
July 2, 1956

SUBJECT: Repair of flood damage
North approach to Bybee Bridge

[illegible] 273

NOTED
J. F. [illegible]

To:

Mr. Forrest Cooper

One item on the Emergency Relief County Road Program which will be submitted to the Highway Commission at the meeting on July 12 and 13 is the repair of flood damage at the north approach to the Bybee Bridge on the Table Rock County Road in Jackson County. The embankment and surfacing have been restored by county forces as an emergency measure. The remainder of the project consists of slope protection as shown on the attached typical section. This slope protection is to be placed by contract in the same manner that construction work is handled on the federal-aid program on county roads.

One type of protection which should be considered is heavy riprap approximately 2 feet in thickness and extending to the bottom of the embankment slope with an apron to prevent undercutting. Some investigation may point to an alternate procedure which would fit the conditions better. Will you please have the necessary plans prepared so that a contract can be entered into.

[illegible]

RECEIVED
JUL 2 1956

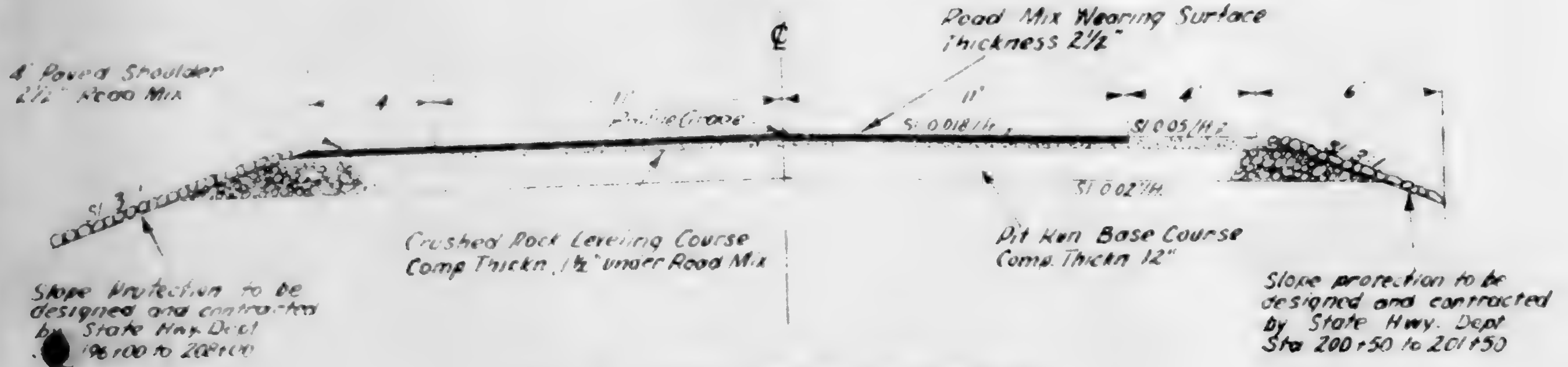
G. S. Paxson

Attach.
GSP:gm

cc Mr. J. W. Cattrall

TYPICAL SECTION

STA. 196+00 TO 208+00


4' Paved Shoulder
2½" Road Mix
4
11'
Profile Grade
℄
Road Mix Wearing Surface
Thickness 2½"
11'
4'
6'
S: 0.018'/1'
Sl 0.05'/1'
Sl 0.02'/1'
Sl 3:1
Sl 3:1
Crushed Rock Leveling Course
Comp Thickn. 1½" under Road Mix
Pit Run Base Course
Comp. Thickn 12"
Slope Protection to be
designed and contracted
by State Hwy. Dept
196+00 to 208+00
Slope protection to be
designed and contracted
by State Hwy. Dept
Sta 200+50 to 201+50

Note. All roadwork except slope protection
to be performed by County forces.

NOT[illegible]
Harold C. A[illegible]

NOTED
J. W. CATTRALL

Salem, Oregon
June 22, 1956

Request for Preparation of Agreement:
ER-32(1), Jackson County
FAS 273

Mr. C. S. Paxson
OFFICE

[illegible]
J. [illegible] HAGEMANN

Enclosed is a suggested letter with attachments to the Legal Division requesting preparation of an agreement covering an E.R. project on FAS 273, a Jackson County road.

This agreement is in accordance with B.P.R. requirements for these county road E.R. projects being performed with county forces as covered in my letter to you of June 21st covering the county road E.R. program.

As it generally takes some time for the Legal Division to prepare an agreement, this request is being made at this time in the hope that a form of agreement satisfactory to both the State and B.P.R. can be developed at an early date. Agreements on the other county E.R. projects being constructed by county forces could then be patterned after this one with a minimum of delay in their preparation.

It is not anticipated that this requested agreement will be executed until you have had the opportunity to take the entire matter of county E.R. projects up with the Highway Commission at its next meeting.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Encl.

NOTED
J. W. CATTRALL

FORM E-30X—90,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. F. [illegible]

Salem, Oregon
June 21, 1956

SUBJECT: Request for preparation of agreement:
North Approach, Bybee Bridge,
Oregon Project ER-32(1)
FAS 273, Jackson County

To: Mr. C. W. Enfield
OFFICE

It is requested that an agreement be prepared for execution by the State Highway Commission and Jackson County based on the following information:

GENERAL:

Under the provisions of Section 7 of Public Law 413, Federal aid Highway Act of 1952, Jackson County requested that the State Highway Department submit to the Bureau of Public Roads for approval a project known as the North Approach, Bybee Bridge Section of the Table Rock County Road, FAS 273. This was done on March 22, 1956, as a part of State of Oregon, Federal Aid Emergency Relief Secondary Highway Program, Supplement No. 2 and was subsequently approved by the B.P.R. effective April 16, 1956.

Under the rules and regulations established by the Bureau of Public Roads as administrators of the Federal-aid Road Act of 1916, as amended and supplemented, the State Highway Department has responsibility for all federal-aid highway projects in Oregon. As a result the Oregon State Highway Department must act as the supervising and collecting agency in connection with county E.R. fund projects although there are no state funds involved.

Paragraph 4 (1) of "U.S. Department of Commerce, Bureau of Public Roads, Policy and Procedure, Memorandum 21-6.3," dated May 9, 1956, requires that an agreement be executed between the State Highway Department and the local highway agency setting forth the conditions under which the project will be constructed whenever the Highway Department authorizes a local highway agency to perform work with its own forces upon a federal-aid project.

DESCRIPTION OF PROJECT:

1. The project as proposed consists of a 0.23 mile long section of the Table Rock County Road, FAS 273, located immediately north of the Bybee Bridge over the Rogue River.

2. The work to be performed consists of reestablishing the fill

which was washed out by the flood waters of the Rogue River, placing base material, placing a crushed rock leveling course, and constructing a bituminous road mix wearing surface 2-1/2" in depth and 22 feet in width with 4-foot wide shoulders on each side. The westerly shoulder will be surfaced with a bituminous road mix 2-1/2" in depth and the easterly shoulder will be crushed rock only. (Attached Exhibit "A" shows location and typical section of work to be performed.)

3. This work has been partially performed by Jackson County forces as an emergency measure in order to restore traffic. The cost of the work already performed is $1,130 and federal participation will be paid on the basis of the cost of labor, materials, and equipment rental as shown in the County's cost records. The remaining work will be performed by county forces and federal participation in the cost of this work will be on the basis of agreed unit prices. The estimated quantities and the agreed unit prices are as follows:

Item	Estimated Quantity	Unit	Agreed Unit Price	Total
Gravel fill material..........	150	c.y.	$1.00	$ 150.00
3/4"-0" crushed rock in leveling course and shoulder.....	100	c.y.	2.50	250.00
2-1/2" thick bituminous road mix pavement and shoulder...	3540	sq. yds.	0.65	2,301.00
			TOTAL.....	$2,701.00

The quantities shown above are estimates only and the actual measured quantities used at the unit prices shown above will be the basis for all claims for federal participation.

THINGS TO BE DONE BY STATE:

1. Submit claims for federal funds to the Bureau of Public Roads in the manner prescribed by the B.P.R. for obtaining federal participation in the total cost of the project which in no case shall exceed 50%.

2. Upon receipt of federal funds as payment towards the total cost of the project, promptly take the necessary steps to transfer these funds to the county.

THINGS TO BE DONE BY COUNTY:

1. Perform with county forces the work as described above so as to complete all work prior to the end of 1956.

2. Initially pay all costs of above work and acknowledge responsibility for all costs in excess of federal funds collected for the project.

3. Promptly submit to State upon request any information or data which may be required to substantiate or support claims made by the

State upon the B.P.R. as provided in paragraph 1 under THINGS TO BE DONE BY STATE.

It should be clearly understood that the construction work performed in accordance with this agreement will be subject to inspection at all times by the State Highway Department and the Bureau of Public Roads.

As this agreement is primarily to meet B.P.R. requirements, it is suggested that a draft of the agreement as prepared by your office be referred to the County and City Relations Division for discussion with the B.P.R. prior to typing the multilith mats.

Eight copies of the agreement in addition to any you may require are needed.

G. S. Paxson
Assistant State Highway Engineer

JFH:mm
Att.

cc: J. W. Cattrall

PS: Eight copies of Exhibit "A" are attached and a copy of BPR Policy and Procedure Memorandum 21-6.3 is also attached We have been unable to obtain any extra copies of Public Law 413, Federal aid Highway Act of 1952; however, I am sure you have copies of this law in your files as Section 7 of this act appears in paragraph 13-b, page 336, of the Oregon Highway Laws dated 1956.

GSP

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

NOTED
J. W. CATTRALL

June 6, 1956

RECEIVED
JUN 7 1956
[illegible]
C[illegible] RELATIONS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. John W. Cattrall, Engineer, County and City Relations

ER 32(1)

Dear Sir:

Per your request of May 16, I am herewith enclosing data requested for emergency road fund project of FAS 273 as follows:

(1) Typical cross-section of proposed finished road.
(2) Cost of worked performed by County to date.
(3) Estimate of work and cost to complete the project with county forces only.

With reference to the pavement, you have suggested 2 inches depth. I have found by our travel machine that we get a considerably better pavement with the depth of 2½ inches. We are planning to do other work on this same road and use a 22 foot width pavement 2½ inches deep and, therefore, would like to use the same on this section. If your department or the Federal government will not approve the depth of 2½ inches, we will contract for 2 inches and on our own increase the thickness.

You will notice that in the proposed work to be completed I have added shoulder pavement 4 feet wide adjacent to the side to be riprapped. I am of the opinion that either a pavement or a heavy oil mat should be placed on that shoulder to keep down erosion because the base and fill are constructed of gravel. If this item is not approved by your department, I will see that it is done with county forces without co-operation.

I am also enclosing a copy of our payroll for the work completed as well as our equipment rental sheet. If the rental rates are above those used by your department or the Bureau of Public Roads, you may change them to fit the rates which will be approved. If the rates are changed, kindly advise me.

Very truly yours,

Paul B Rynning

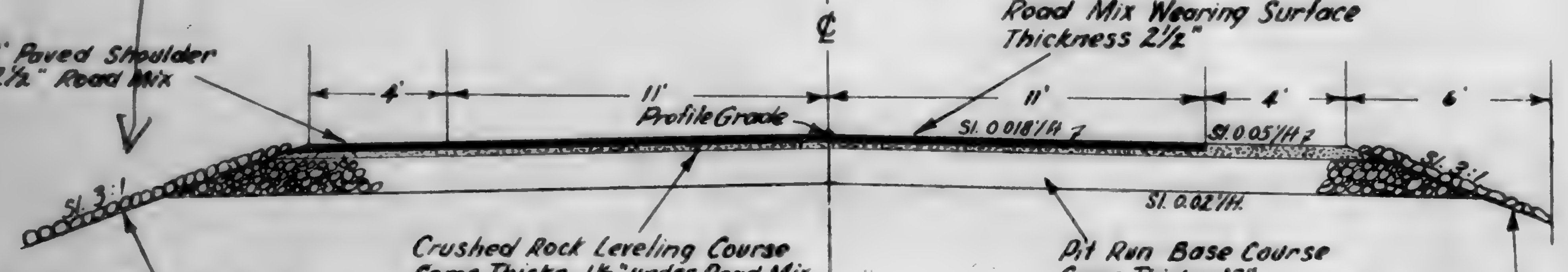
Paul R. Rynning
County Engineer

PBR:sr
Enclosures 4

width of Ditch Slope
Max. 6' Min 2'
Av. 4'

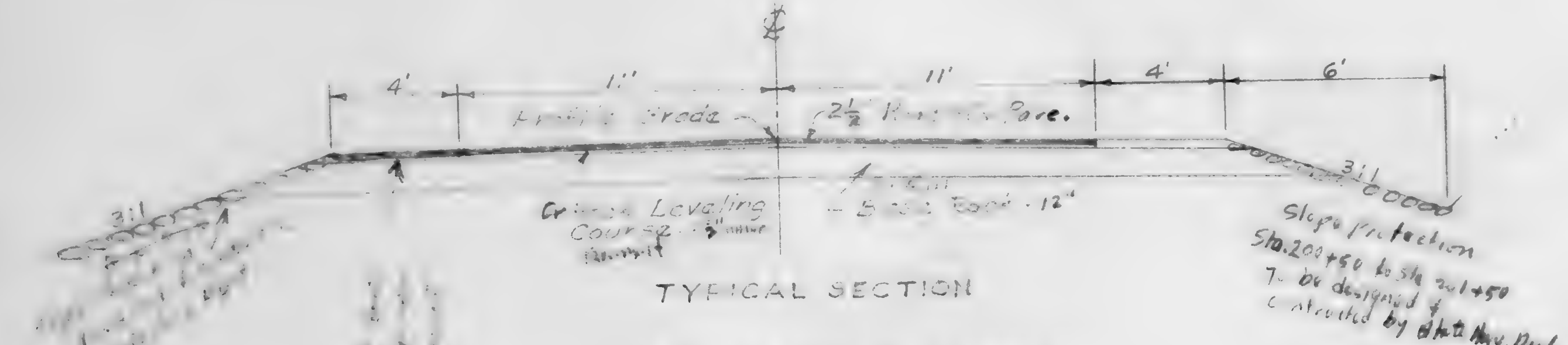
TYPICAL SECTION

STA. 196+00 to 208+00



℄
Road Mix Wearing Surface
Thickness 2½"
4' Paved Shoulder
2½" Road Mix
4'
11'
11'
4'
6'
Profile Grade
Sl. 0.018'/ft
Sl. 0.05'/ft
Sl. 3:1
Sl. 3:1
Sl. 0.02'/ft.
Crushed Rock Leveling Course
Comp. Thickn. 1½" under Road Mix
Pit Run Base Course
Comp. Thickn. 12"
Slope Protection to be
designed and contracted
by State Hwy. Dept.
Sta 196+00 to 208+00
Slope protection to be
designed and contracted
by State Hwy. Dept.
Sta 200+50 to 201+50

Note: All roadwork except slope protection
to be performed by County forces.
Road Mix wearing surface will
be mixed + placed with county
owned "Moto-Paver" travelling
road mix machine using RC-3
asphalt and 3/4"-0" aggregate
and seal coat.


4'
11'
11'
4'
6'
℄
Finish Grade
2½" Bituminous Pave.
Base Course 12"
Leveling Course
3:1
3:1
Slope Protection
Sta. 200+50 to Sta. 201+50
To be designed &
Constructed by State Hwy. Dept.

TYPICAL SECTION

Sta. [illegible] — 208+00

[illegible]

[illegible]

[illegible]

Note: All roadwork except slope protection
to be performed by county forces

ER 32(1)

(2) Work completed to date 6/5/56

Gravel fill and base 624 C.Y. @ $.40	$249.60
Gravel topping 1"-0" 260 C.Y. @ $.90	234.00
Labor per attached	300.77
Equipment Rental per attached (includes all operation costs excepting labor)	339.10
State Industrial Accident Insurance $300.77 x 3.80% - 40%	6.86
TOTAL	$1130.33

ER 32(1)

(3)	150 cu. yds. Rock Fill @ $1.00	$150.00	
	100 cu. yds. ¾"-0" Rock Leveling @ $2.50	250.00	
	3000 sq. yds. 2½" Road Mix Pavement @ ~~$1.25~~ 0.65	~~3750.00~~	1950
	540 sq. yds. 2½" Shoulder @ ~~$1.25~~ 0.65	~~675.00~~	351
	TOTAL	~~$4825.00~~ 2701.00	

[illegible] [illegible] (1½" thick) = 0.29¢ per sq yd
[illegible] .10 " "
[illegible] 0.39 "

For 2½" mat add ⅓ = 0.50¢ per sq yd ±

With [illegible] course add $0.15 per sq. yd. = $0.65 per sq yd

NOTED
Harold C. [illegible]

May 16, 1956

NOTED
J. W. CATTRALL

Mr. Paul B. Rynning
Jackson County Engineer
Medford, Oregon

ER 32(1)

NOTED
J. F. HAC[illegible]ANN

Dear Mr. Rynning:

Reference is made to the emergency road fund project recently approved by the Bureau of Public Roads on FAS 273 as shown in the enclosed tabulation. The project as approved calls for contracting the slope protection work with all other work performed by county forces. In preparing the required agreements between the State, County, and Federal Government the following information is required:

(1) Typical section. A free-hand sketch of the typical section to which the road will be restored will be satisfactory.

(2) Cost of work performed by County to date. This cost should be broken down into labor, materials, and equipment rental and able to be supported by cost records in the event the Bureau of Public Roads requires an audit.

(3) Estimate of work and cost to complete project (county force only). On any work yet to be performed by county forces the Federal share of the costs will be paid on the basis of agreed unit prices. Please forward an estimate of work by items and quantities with suggested unit prices. Example:

Pit-run rock fill	500 c.y.	@ $1.00	=	$ 500.
Crushed rock levelling course (3/4"-0")	100 c.y.	@ $2.50	=	$ 250.
Road mix, 2" deep	200 sq.y.	@ $1.25	=	$2500.
	Total			$3250.

This estimate will be reviewed by the Bureau of Public Roads and a mutually agreeable unit price established. As payments will be based on these agreed unit prices, measurement of quantities would be required. For cubic yards this could be accomplished by a county rock checker issuing rock tickets and for square yards of bituminous surfacing a field measurement of the square yards would be satisfactory.

The Highway Department will handle contracting of the slope protection; however, we will probably wait until Federal funds become available upon passage of the road bill unless the County wishes to finance the entire cost of this work in the interim.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:te
Encl.

RECEIVED
MAY 10 1956
FOR FILING
ER-32(1)
4819

May 8, 1956

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of May 4, 1956 requested approval of the force account method of construction for emergency relief project ER-32(1) which was approved as Item 46 of Oregon's Emergency Relief Federal-Aid Secondary Highway Program, Supplement 2. The project is listed as follows:

Item No.	County	Project No.	Program Costs Total Cost	Federal Funds
46	Jackson	ER-32(1)	$12,000	$6,000

This project involves a section of road approximately 0.25 mile in length which was overtopped by the waters of the Rogue River in December 1955 and partially washed out. County forces as an emergency measure immediately restored traffic by replacing the fill and constructing a temporary gravel surface. Work remaining to be done consists of repairing and restoring the road surface by widening and placing of additional surfacing, including a bituminous wearing surface.

The use of county forces was the only feasible means of immediately restoring road service, and since the work remaining to repair and restore the road surface is too minor to warrant contracting and the county is adequately equipped and organized to accomplish the work economically, the force account method of construction is approved as being in the public interest.

Construction of proper slope protection facilities which is also part of the approved project is to be contracted. The cost of this work amounts to approximately 50% of the total cost for the project.

Very truly yours,

RECEIVED
MAY 9 1956

C. G. POLK
District Engineer

Original to Mr. Probert

cc: S. H. Probert
J. W. Cattrall

RECEIVED
MAY 4 - 1956
FOR FILING

ER-32(1)
4819

May 4, 1956

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. Polk:

Your approval is requested of the force account method of construction for restoration of the roadway as covered by ER-32(1) on FAS 273 (county road) which was approved on April 16th as Item 46 of Oregon Federal Aid Emergency Relief Secondary Highway Program, Supplement No. 2.

The section involved is a fill approximately 3 feet high and approximately 0.25 mile in length. The roadway was partially washed out by flood waters of the Rogue River in December, 1955. County forces, as an emergency measure, immediately restored traffic by replacing the fill and constructing a temporary gravel surface. Additional widening of approximately 2 feet on the west side of the fill, placing of crushed leveling and shoulder rock, and constructing 0.25 mile of bituminous wearing surface is all that remains to restore the original 20-foot wide roadway. Jackson County has the necessary personnel and equipment to complete this roadwork at a minimum of cost. Due to the minor nature of the work remaining to be done and the excellent road department organization of Jackson County, it is believed it would be in the public interest to complete this work by the force account method.

Construction of proper slope protection facilities which is also part of the approved project will be contracted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JFH:mm

cc: S. H Probert
J W Cattrall

NOTED
J. W. CATTRALL

May 1, 1956

NOTED
Harold C. Ayers

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

FAS 273, Project No. ER-32(1)

Dear Sir:

This is to advise that the Bureau of Public Roads approved effective April 16th the emergency road fund project on FAS 273 (Bybee Bridge Approach).

The project as approved has been assigned Project Number ER-32(1) and calls for repair of washed out roadway, restoration of bituminous wearing surface, and construction of fill slope protection at an estimated cost of $12,000.

No Federal funds will be available for this project until the current Congress passes a Federal aid highway bill; however, when such funds are available, the County will be eligible for reimbursement of up to 50% of the total actual costs.

As, by Federal regulations, the State Highway Department will act as the intermediate agency in collecting the Federal funds and in contracting the slope protection, an agreement between State and County will be required. As soon as such an agreement has been prepared you will be contacted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Jackson County: E.R. Fund Project 2/29/56
North Approach, Bybee Bridge Section
FAS Route 273
Estimated Cost: $12,000

This section is located approximately 5 miles north of Central Point and consists of a 0.25 mile long section of road immediately north of the Bybee Bridge over the Rogue River. This section of road was originally constructed in 1950-1951 as part of Oregon Project S-102(1). It consists of approximately a 3' fill which was partially washed out by flood waters of the Rogue River flowing over the roadway.

When constructed in 1951 this approach fill was purposely kept below extreme flood elevation so as not to create a dam which would seriously damage the countryside above the bridge during flood conditions.

The county has restored two-way traffic on this section of road by re-establishing the grade with washed out pit-run material salvaged from adjacent fields with a dozer and by hauling in additional material. Additional widening on the west side of the fill of approximately 2', placing of crushed leveling and shoulder rock, and constructing a bituminous wearing surface are required to restore the original 28' wide roadway section. The bituminous wearing surface will be extended over the shoulder on the downstream side. It is also proposed to construct proper slope protection for the entire length of the project on the downstream side and for approximately 100' north of three 60" overflow pipes on the upstream side. When the water recedes this 100' of ditch-slope also washes.

The proposed project is to accomplish all roadwork except slope protection with county forces. The estimated cost of this work is $4,000 of which $1,000 has already been expended. The slope protection work would be designed by the state and contracted at an estimated cost of $8,000.

This road is a main north-south route serving a highly developed and productive diversified farming area. It is a school bus, milk, and mail route and has some log haul.

JFH:mm

S-329(1) Structure, grading and stone 1956
base on the Yamhill R.(Lafayette)
#4820 Br. Sec.

RECEIVED
APR 8 1958
FOR FILING

S-329(1)

4820

OREGON STATE HIGHWAY DEPARTMENT

April 4, 1958
(date)

4820	13-Post Final	Lee Hoffman	
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
7119	H208731	$330.64	4/3/58
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: **320 workdays from 10-12-56**

Time Extensions: **None**

Completion Date: **Oct. 9, 1957**

Date Accepted: **Oct. 31, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Apr. 4, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
APR 4 1958

NOTED ON CARD

RECEIVED
DEC 20 1957

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 13, 1957

(CONTRACT NO.) S-329(1)	(EST. NO.)	(CONTRACTOR)	
4820	12 Final	Lee Hoffman	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
28060	H198745	$ 8,693.12	Dec. 13,1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 320 workdays from 10-12-56

Time Extensions: None

Completion Date: Oct. 9, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Dec. 16, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 19 1957
GRW.

NOTED ON CARD
em

RECEIVED
DEC 10 1957
FOR FILING

[illegible]

4820

Dec. 9, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4820 for work performed on the Yamhill River (Lafayette) Bridge Section of the Lafayette-South Road in Yamhill County was completed by the contractor, Lee Hoffman, on Oct. 9, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of $8,693.12 will be released to the contractor on or after Dec. 19, 1957. The total contract amount is $196,082.26, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD
Om

RECEIVED
OCT [illegible] 1957
FOR FILING

FORM 830-x-12½M—6-55—88209

48[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1957

SUBJECT: State of Oregon
vs.
Schrweid, et al.
R-26436 L-2866
Yamhill County
Roadbuilding material source

To: Mr. Forrest Cooper
Assistant State Highway Engineer
Office [illegible]

L

The owners of the parcel being acquired on this file for a road building material source are willing to settle their case with the State if we will assure them that the crusher and stock pile of materials to be located on the parcel being acquired are at a distance greater than 150 feet from the county road. They feel that the placing of these items at a distance closer to the road would be a serious detriment to their use of the remaining property on the opposite side of the county road, just across the road from the property being acquired, dust and dirt would be quite considerable in and about their place if the items were located within the area defined.

Alan Gemmel, our right of way agent, states that he has discussed the matter with Mr. J. D. Walker, Divisional Engineer, who assured him that any crusher or stock pile to be placed upon the property would be located at a distance considerably greater than 150 feet from the county road.

If this is true and if there are no objections, we wish to present the amended resolution to the commission at its next meeting October 31 and a prompt reply would, therefore, be appreciated.

/s/ Donald R. Stark

G. E. ROHDE
Assistant Counsel

DRS:bk

NOTED
[illegible] COOPER

Orig. ok'd by WCW
and ret'd to Mr. Stark

RECEIVED
OCT 23 1957
FOR FILING

4-820

Oct. 22, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: O. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Lee Hoffman in connection with Contract No. 4820, for structure, grading and stone base on the Yamhill River (Lafayette) Bridge Section of the Lafayette-South Road Highway in Yamhill County. This payment, in the amount of $29,194.97, will be released to the contractor on or after Nov. 1, 1957. The retained percentage is $6,149.13.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD

RECEIVED
MAR 27 1957
FOR FILING

FORM E30—50M—11-55—90224

1.329 (1)

420

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 25th, 1957

SUBJECT:

To: Forrest Cooper
Deputy State Highway Engineer
Salem, Oregon

In accordance with your letter of March 13, 1957, addressed to Mr. J. D. Walker and myself, Mr. Raymond Asbury, Assistant Division Engineer of Division II, and H. C. Broadwell of this office, checked on the previously reported trespass on property of Elmer Sohrweid in the Carlton area. Negotiations were started with Mr. Sohrweid of Route 1, Box 78, Carlton, under right of way file 13558 for the acquisition of property to be used as a quarry site.

This negotiation, as well as the geological investigation of the quarry, was done by Division II I understand. We were familiar with the proposed quarry site, but have never used any material from this quarry.

I understand that Division II plans on reopening this acquisition, and if this quarry site is acquired, we could very definitely use material from this source on the improvement of the Yamhill-Newberg Secondary Highway between the end of the recently completed grading and paving project and the Town of Yamhill.

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w
cc: Tom Edwards
J. D. Walker

NOTED
FORREST COOPER

RECEIVED
MAR 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 20 1957
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1957

SUBJECT: Trespass on Property of
Elmer Sohrweid - Carlton

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

On March 15, 1957, Mr. Harry Broadwell and I met with Mrs. Sohrweid re the trespassing on the Sohrweid property by State personnel. Mrs. Sohrweid's allegations that we had trespassed on her property and that a sign had been placed designating this as a quarry site are true. The trespassing was to the extent of being on the property only. No material was removed from the site.

The Yamhill River (Lafayette) Bridge Section, Contract No. 4820, specifies this site as an acceptable State-controlled source of riprap material. The above-mentioned sign was placed at the time this project was being advertised for letting. The Resident Engineer in charge of the grading work on this contract together with the maintenance crews in this vicinity have been notified that this is private property and that no material shall be removed without other favorable negotiations.

Mrs. Sohrweid indicated they would be willing to sell this site for quarry purposes. As this site is well situated for a source of rock for future development of 99W in the vicinity of Lafayette and we have no other source in this area, we are submitting an Authority for Survey to make further investigation of this site.

Attached is a copy of a report on this quarry site made by H. M. Munger in 1947, together with a sketch map showing its location.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards

NOTED
ST COOPER

RECEIVED
MAR 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

The proposed quarry site under consideration is located in the NE¼ of Sec. 30, T. 3 S., R. 3 W., Willamette Meridian, Yamhill County, and approximately 2.0 miles north of Lafayette on the Chehalem Valley Road.

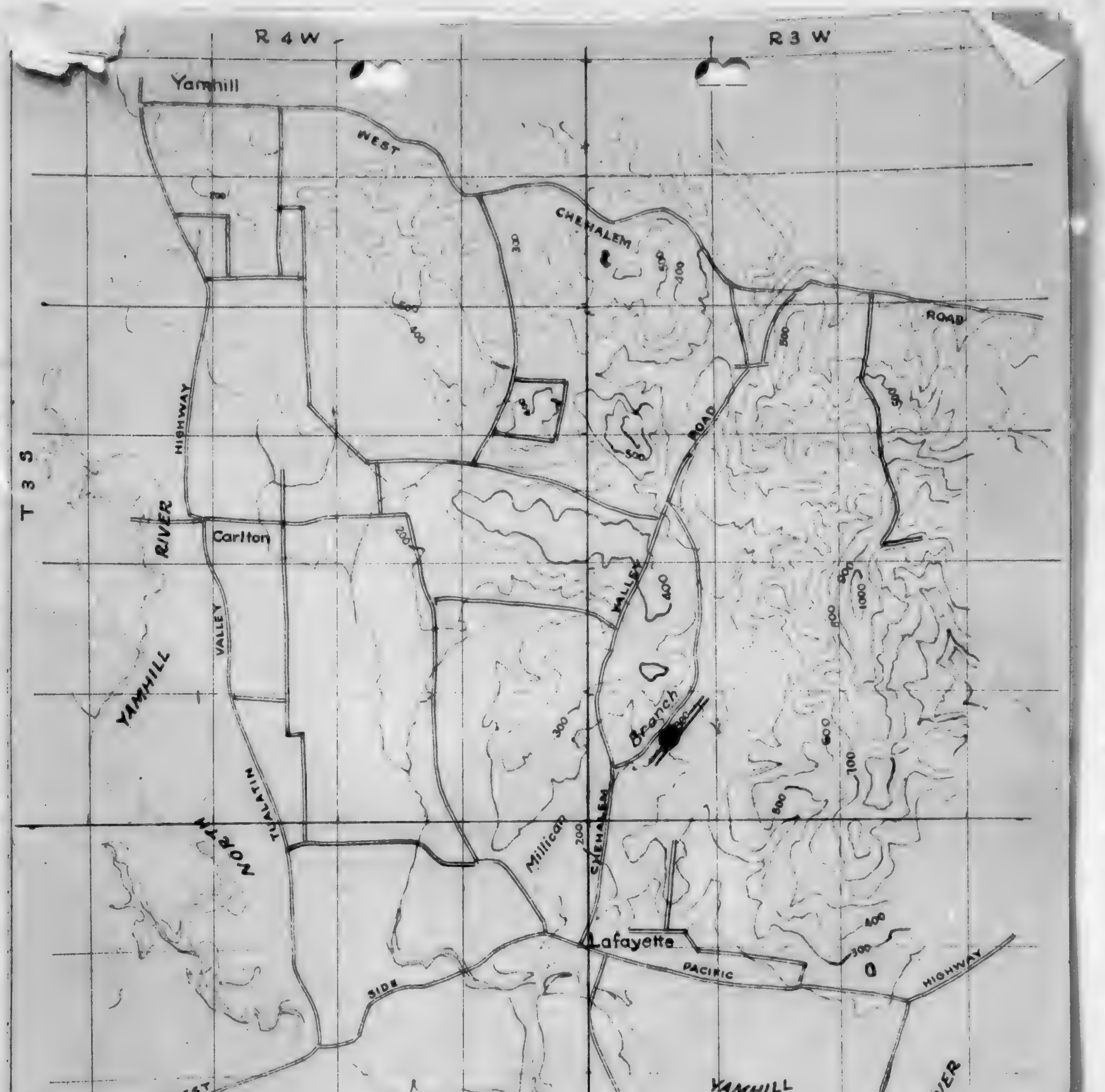
A basalt dike trends N. 40° E., parallel to the Chehalem Valley Road, and is easily traced a distance of 700 feet. The top of the dike is at elevation 300, while the road at its base is about 200 feet above sea level. From the southeast side of the road for a distance of 200 feet southeasterly is a benched talus slope, the top of which is approximately 60 feet above the road, leaving a face approximately 40 feet high which can be worked easily.

The width of the dike may prove as much as 45 feet, although overburden obscures it after a width of 30 feet is exposed.

Only a small amount of prospecting has been done, and for a conservative estimate of easily obtained rock it is believed safe to use 18,000 cubic yards. Further exploitation, which would necessitate stripping, should ultimately yield 100,000 cubic yards. Before planning large production, however, the rock body should be carefully outlined to give a clear picture of the overburden where the dike disappears into the ground northward.

As shown on the accompanying map, there is water available (said by local residents to be year 'round streams) for washing, if required. The site is well situated for ease of access.

Laboratory sample number assigned rock from this site is 192,663, data sheet number 82,782.


R 4 W
R 3 W
T 3 S
T 4 S
Yamhill
WEST
CHEHALEM
ROAD
HIGHWAY
RIVER
Carlton
YAMHILL
VALLEY
TUALATIN
NORTH
VALLEY
ROAD
Branch
Millican
CHEHALEM
Lafayette
PACIFIC
HIGHWAY
SIDE
WEST
YAMHILL
RIVER
Dayton
McMinnville
S. YAMHILL R.
200
300
400
500
600
800
900
1000

MAP SHOWING

PROPOSED QUARRY SITE

NEAR LAFAYETTE

SCALE 1" = 1 MILE CONTOUR INT. 100 FT.

Salem, Oregon
March 13, 1957

Trespass on property of
Elmer Schrweid - Carlton

Mr. A. G. Skelton
Mr. J. D. Walker

In the fall of 1947, negotiations were started with Elmer Schrweid, of Route 1, Box 78, Carlton, under Right of Way File 13558, for the acquisition of some property lying easterly of a county road and approximately 1½ miles north of Lafayette, lying in Section 31, T. 3 S., R. 3 W., W. M. For some reason not readily apparent at this time, the negotiations broke down and property was not acquired either in fee simple or by ground lease.

Mrs. Elmer Schrweid was in my office today complaining that the State had trespassed on the property several times and that apparently it was thought, by some of our maintenance people at least, that the State had a right or interest in the property. Such is not the case. Mrs. Schrweid also stated that some three or four months ago someone working for the State placed a sign or finger board on the property designating it as a quarry site.

The purpose of this letter is to clarify the situation and ask that the two Division Engineers issue appropriate orders to stop further trespass. I am, by copy of this letter, asking the Construction Engineer to have the matter reinvestigated to determine whether we have any interest in acquiring title to the land or the material through a lease at this time. Mrs. Schrweid stated that she and her husband were home only infrequently. Her husband is a truck driver for the Yamhill County Road Department, and she is busy with various activities that keep her away from home. She did state, however, that she would be at home Friday, March 15; therefore, I suggest that you contact her at that time, as I do not wish to continue trespass on their property without their knowledge.

Will you please have a determination made as to our possible use of the material and give me a report.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. Tom Edwards

March 12, 1957

Mr. Glenn Jacob
County Engineer of Yamhill County
725 Cedar
McMinnville, Oregon

Dear Sir:

Mrs. Elmer Schrweid was in my office on this date and stated that, in conversation with you, you had given her the impression that someone in the Highway Department had told you that we had acquired quarry rights on their property located north of Lafayette, the property being described as a part of Section 31, T 3 S., R. 3 W., W. M. Although we did at one time several years ago attempt to negotiate for a quarry on the Schrweid property, the deal was not consummated, and the State has no interest in the property.

Mrs. Schrweid suggested that I call this to your attention to eliminate any possible confusion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

RECEIVED
NOV 29 1956
FOR FILING

FORM PR 3 (October 1954)
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

S-329(1)

4820

CP HB-2328

State Oregon
County Yamhill
Project No. S-329(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 15th day of November 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 29th day of August, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.246 miles of grading, draining, 2-lane low type surfacing and bridge construction, (character of work)

between a point on FA Rte. 9 in Lafayette and a point on FAS 100 approximately 2 miles south of Lafayette, (Control points)

consisting of 0.174 miles of roadway and one (Number) bridge~~s~~ totaling 0.072 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred thirty nine thousand, seven hundred and 00/100 dollars ($ 139,700.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is two hundred twenty five thousand, four hundred sixty eight and 10/100 dollars ($ 225,468.10).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

November 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Yamhill River (Lafayette) Bridge Section, Project No. S-329(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:bb

4820

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Yamhill River (Lafayette) Bridge Section
Lafayette-South Road.
Yamhill County

NATURE OF WORK:

Grade, Rock Surface and Structure

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4820 Lee Hoffman 10-8-56

DATE OF COMPLETION:

320 Workdays from 10-12-56

REMARKS:

October 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Yamhill River (Lafayette) Bridge Section, Project No. S-329(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HMC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-329(1)

YAMHILL RIVER (LAFAYETTE) BRIDGE SECTION OF THE LAFAYETTE-SOUTH ROAD IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 15, 1956

Type Code 2010
Roadway (Sta. 11+00 to Sta. 24+00)(Contract No. 4820)

All Required	Clearing and Grubbing	$	$ 3,000.00
200 sq. yds.	Removal of Pavement	0.60	120.00
70 cu. yds.	Drainage Excavation, Unclassified	2.00	140.00
39,700 cu. yds.	Special Borrow Excavation, Unclassified	0.55	21,835.00
2,150 cu. yds.	General Excavation, Unclassified	0.70	1,505.00
0.17 mile	Finishing Roadbed and Slopes	1,000.00	170.00
450 lin. ft.	6-inch Perforated Metal Drain Pipe	2.10	945.00
60 cu. yds.	Special Backfill in Drains	5.00	300.00
500 cu. yds.	Loose Riprap	5.00	2,500.00
860 cu. yds.	Coarse Crushed Material in Base	3.00	2,580.00
200 cu. yds.	3/4" - 0 Material in Base	3.00	600.00
50 M-gal.	Sprinkling	4.00	200.00
		Subtotal	$ 33,895.00
		10% Engr. & Cont.	3,389.50
		Total	$ 37,284.50

Type Code X031
Yamhill River Bridge (Sta. 14+81.99 to Sta. 18+60.29)(Contract No. 4820)

All Required	Remove Old Bridge	$	$ 12,000.00
All Required	Shoring, Cribbing, Etc.		29,000.00
450 cu. yds.	Structural Excavation	8.00	3,600.00
30 cu. yds.	Excavation Below Elevation Shown	10.00	300.00
1,134 lin. ft.	Furnish Steel Pile Shells	4.00	4,536.00
38 only	Drive Steel Pile Shells	100.00	3,800.00
820 cu. yds.	Class "A" Concrete	66.00	54,120.00
220 cu. yds.	Seal Concrete	30.00	6,600.00
150,000 lbs.	Metal Reinforcement	0.12	18,000.00
All Required	Structural Steel		36,000.00
780 lin. ft.	Metal Rail	4.00	3,120.00
		Subtotal	$171,076.00
		10% Engr. & Cont.	17,107.60
		Total	$188,183.60

Length of Roadway	0.174 Mile
Length of Structure	0.072 Mile
Total Length	0.246 Mile
Cost of Roadway Per Mile	$214,278.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 37,284.50	$ 23,101.00	$ 7,091.75	$ 7,091.75
Structure	188,183.60	116,599.00	35,792.30	35,792.30
	$225,468.10	$139,700.00	$42,884.05	$42,884.05

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited with the Highway Department by Yamhill County.

FORM E-30X—50,000—10-54—78484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1956

SUBJECT: County FAS Projects
September 27-28 Letting

To: Mr. S. H. Probert
OFFICE

Attention: Mr. J. W. Nash

The following county FAS projects, upon which bids were received September 27 and 28, are covered by agreements which require collection of the full federal participation on total costs up to the sum set after each project:

County	Section	FAS	Project	Amount
Columbia	N. Fork Scappoose Creek Bridge	609	S- 77(6)	$ 36,000
Wheeler	Parrish Creek Unit, Spray-Waterman	318	S-175(2)	$ 75,000
Yamhill	Yamhill River (Lafayette) Bridge	586	S-329(1)	$279,000

J.F.H.
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

A

RECEIVED
OCT 24 1956
FOR FILING

2-329 (1)

4820

October 23, 1956

Mr. Lee Hoffman
415 N. W. Cedar St.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4820, which was awarded to you by the State Highway Commission on October 8, 1956, covering the Yamhill River (Lafayette) Bridge Section of the Lafayette-South Road in Yamhill County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 10 1956
FOR FILING

FORM 2-30X—50,000—10-54—78484

S-329(1)

4120

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1956

SUBJECT: Yamhill River (Lafayette) Bridge Section
FAS 586, Yamhill County

To: Mr. P. M. Stephenson
OFFICE

We have received Yamhill County's advance deposit in connection with the subject named project.

The project is now clear for award of a contract.

John D. Graham
Office Engr., County & City Relations

JDG:mm

cc: G. S. Paxson
S. H. Probert

NOTED
G. S. PAXSON

RECEIVED
OCT 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
OCT 17 1956
FOR FILING

[illegible]

[illegible]

October 8, 1956

Lee Hoffman
P. O. Box 37
Beaverton, Oregon

Dear Sir:

The State Highway Commission on September 28, 1956, accepted your proposal for structure, grading and stone base on the Yamhill River (Lafayette) Bridge Section of the Lafayette-South Road in Yamhill County for the sum of $204,971.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4820.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

csm

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

RECEIVED
OCT 10 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
- TELEGRAM ☐
- DAY LETTER ☐
- NIGHT LETTER ☐

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
- FULL RATE ☐
- LETTER TELEGRAM ☐
- SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 8, 1956
4:40 P. M.

Lee Hoffman
Beaverton, Oregon

Contract for Yamhill River (Lafayette) Bridge Section of the Lafayette-South Road, Yamhill County, for which you submitted low bid on September 28 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files ✓
C. W. Head

S. H. Probert
P. M. Stephenson

NOTED
G. S. PAXSON

RECEIVED
OCT 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 10 1956
FOR FILING

S-3296

4120

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1956

SUBJECT: Yamhill River (Lafayette) Bridge
FAS 586, Yamhill County

To: Mr. C. H. Maison
OFFICE

Attached is Yamhill County warrant no. 37095 in the amount of $45,144. This amount represents Yamhill County's participation in the total estimated cost of the Yamhill River (Lafayette) Bridge section of FAS 586.

John D. Graham

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: G. S. Paxson ✓
S. H. Probert
P. M. Stephenson

NOTED
G. S. PAXSON

RECEIVED
OCT 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

p

RECEIVED
SEP 25 1956
FOR FILING

S.329(1)

4.20

September 24, 1956

County Court of Yamhill County
Court House
McMinnville, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Yamhill County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Yamhill County covering the Yamhill River (Lafayette) Bridge Section, S-392(1), FAS 586, Yamhill County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
SEP 26 1956
FOR FILING

S-329 (1)

4820

Maint-357
Fin-140

Salem, Oregon
September 24, 1956

Agreements, Yamhill County
Yamhill River Bridge
S-329(1),FAS 586

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Yamhill County covering the Yamhill River (Lafayette) Bridge Section, S-329(1), FAS 586.

One fully executed copy of each agreement has been retained in this office for the Commission 's files and one fully executed copy of each has been sent to the County Court of Yamhill County.

Secretary

rn
Attach: 5

FORM 230—50M—2-55—62964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1956

To: Mr. G. S. Paxson
OFFICE

SUBJECT: Agreements, Yamhill County
Yamhill River Bridge
S-329(1), FAS 586
September, 1956

Attached are three copies of a finance agreement covering the subject named project.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on August 9, 1954.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Sept 19, 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE 8-9-54 Minute Page 237/6
Secretary

also 1958 funds to be app. at 9-27-56 meeting

RECEIVED
SEP 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 4 1956
FOR FILING

Salem, Oregon
August 31, 1956

Yamhill River (Lafayette)
Bridge Section
Lafayette South Road

Mr. C. A. Gardner
Bridge Office Engineer
Building

It is requested that you add $1025 to the authorization for the subject job for seeding, mulching and compacting of slopes to control surface erosion. It is anticipated that the work will be accomplished by State forces under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. H. H. Astrup

RECEIVED
MAY 24 1956
FOR FILING

[illegible]
[illegible]
4820

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1956

SUBJECT: Yamhill County FAS 586
Yamhill River Bridge (Lafayette)
County FAS Project

To: Mr. G. S. Paxson
OFFICE

Reference is made to the Yamhill River Bridge Section of FAS 586 in Yamhill County which was approved by the Highway Commission on August 9, 1954, for construction with fiscal year 1957 FAS funds.

Based on a preliminary estimate from the Bridge Division of $210,000. for the structure as against approximately $150,000. of available FAS funds, the County has requested that contracting of this project be deferred until additional FAS funds are available.

The County has also requested that grading of the road approaches be included as part of the FAS project. It was originally planned to perform all road work with County forces; however, placing the approach fills will require a type of equipment the County does not possess. Placing of base material and the bituminous wearing surface would still be performed by the County.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:te

cc: P. M. Stephenson
F. Cooper
J. D. Walker
Glenn Jacob, County Engineer

NOTED
G. S. PA[illegible]

RECEIVED
MAY 22 1956
OFFICE OF
STATE HIGHWAY ENGINEER

S-177(2) Parish Cr. Unit, Spray- 1956
aterman Sec.

4-21

Monthly transaction number 11-56 RECEIVED 1957 FOR FILING Project report number 6	F[illegible]A-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	[illegible]ate Oregon County Wheeler Project number S-175(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 15, 19 56, is hereby modified as follows:

4821

Revised estimated total cost of project $ 56,545.18

Revised Federal funds $ 34,684.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13th day of November, 19 57.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C F Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

November 4, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Parish Creek Section, Project No. S-175(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:ia

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Parish Creek Section
Spray-Waterman Road
Wheeler County

NATURE OF WORK:

Grading

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4821 4821 Morgan Bros. 10-9-56

DATE OF COMPLETION:

Completed: 6-20-57
Accepted 8-8-57
Final Payment mailed

REMARKS: Modification of Project to Increase Federal Funds.

CP MB-2561

State O[illegible]on
County Wheeler
Project No. S-175(2)

FORM PR 3 (October 1954)
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECEIVED
NOV 20 1956
FOR FILING
S-175(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

4.3

MEMORANDUM OF AGREEMENT made this 15th day of November 1956, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 18th day of October, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.119 miles of grading and draining (character of work)

between Waterman and Spray (Control points)

consisting of 3.119 miles of roadway and no (Number) bridges. XXXXXXX XXXXXXX XXXXXX

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirty three thousand, eight hundred and 00/100 dollars ($ 33,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is fifty four thousand, six hundred sixty seven and 18/100 dollars ($ 54,667.18).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)
By
Chairman, State Highway Commission
(Title)
By
Member, State Highway Commission
(Title)
By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—33205

November 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Parish Creek Section, Project No. S-175(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:bb

4821

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Parish Creek Section
Spray-Waterman Road
Wheeler County

NATURE OF WORK:

Grading

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4821	Morgan Bros.	10-9-56

DATE OF COMPLETION:

60 Workdays from 10-19-56

REMARKS:

Filed

October 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Parish Creek Section, Project No. S-175(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

BNC:ia

Files

Oregon State Highway Department

Federal Aid Secondary
Project No. S-175(2)

PARISH CREEK SECTION OF THE

SPRAY-WATERMAN ROAD IN WHEELER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Oct. 15, 1956

Type Code 0010
Roadway (Sta. 292+30 Thru Equa. 454+84.47-10+53.47 to Sta. 12+65)(Cont. No. 4821)

All Required	Clearing and Grubbing	$	$ 2,200.00
270 cu. yds.	Drainage Excavation, Unclassified	3.10	837.00
73,000 cu. yds.	General Excavation, Unclassified	0.52	37,960.00
48,000 yd. sta.	Short Overhaul	0.02	960.00
160 C-yd.sta.	Long Overhaul	0.35	56.00
3.12 miles	Finishing Roadbed and Slopes	800.00	2,496.00
1,300 lin. ft.	18-inch Corrugated Metal Pipe	3.313	4,306.90
56 lin. ft.	48-inch Corrugated Metal Pipe	13.956	781.54
			$ 49,597.44
All Required	Flagging (57½% of Contractor's Cost)		100.00
	Subtotal		$ 49,697.44
	10% Engr. & Cont.		4,969.74
	Total		$ 54,667.18

Length of Roadway 3.119 Miles
Cost of Roadway per mi. $15,933.77

Federal Funds -	$ 33,800.00
State Funds -	10,433.00
County Funds- -	10,434.18
	$ 54,667.18

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited with the Highway Department by Wheeler County.

11001

FORM E30—50M—2-55—82986

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1956

SUBJECT: County FAS Projects
September 27-28 Letting

To: Mr. S. H. Probert
OFFICE

Attention: Mr. J. W. Nash

The following county FAS projects, upon which bids were received September 27 and 28, are covered by agreements which require collection of the full federal participation on total costs up to the sum set after each project:

County	Section	FAS	Project	Amount
Columbia	N. Fork Scappoose Creek Bridge	609	S- 77(6)	$ 36,000
Wheeler	Parrish Creek Unit, Spray-Waterman	318	S-175(2)	$ 75,000
Yamhill	Yamhill River (Lafayette) Bridge	586	S-329(1)	$279,000

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

files.

(2)
4821

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 6, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4821	10 Final	Morgan Brothers	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
20331	H190966	$1,569.69	Sep. 6, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 60 Workdays from 10-19-56

Time Extensions: none

Completion Date: 6-20-57

Date Accepted: 8-8-57

Penalties: none

Claims: none

Remarks:

Date: 9-10-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 10 1957

NOTED ON CARD
em

RECEIVED
AUG 21 1957
FOR FILING

[illegible]

4-21

August 14, 1957

Morgan Bros.
545 North Bank Road
Coquille, Oregon

Attention: Mr. Maurice Morgan

Gentlemen:

In response to your letter of July 31, we have had a recheck made of the haul quantities for the Parish Creek Project, Contract No. 4821. This recheck confirms the quantities shown in the final estimate recently sent to you.

That the final quantities of haul are less than the quantities indicated on the plans is due, in part, to the "shrinkage" in the excavated materials having been nearly double that expected, and, in part, to the fact that the haul quantities for plans are not calculated with the same accuracy as are the quantities in the final estimate.

It will not be possible for us to provide you with copies of field notes, calculations and haul diagrams, but if you would like to go over them in our Salem office, we will be glad to have you do so.

As regards borrow pits, we find that most of the borrow material was obtained by the widening of cuts and, therefore, was not separately measured. There were only two separate borrow pits; one at Station 420+50 to 423+50, containing 748.1 cu. yds. and one at Station 427+75 containing 916.7 cu. yds.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

To John T Burch DATE 8-5-57

I have recieved a letter from Morgan Brothers in regard to the Long and Short haul on the parish Creek job. They seem to think that they had mor than you allowed them. They also wanted to know the yardage in each borrow pt.

In as much as your mass diagram was slightly irregular I am returning it to you for a recheck to make sure your have everything on it that should be there

SIGNED Ted Boehme

PLEASE REPLY HERE

To Mr. Ted Boehme DATE 8-7-57

The two borrow pits at stations 420+50 to 423+50, and 427+75 contained 748.1 cy. 916.7 cy. respectively. The quantities for the two borrow pits are shown on pages 21 and 22 of the comp. sheets. Summary of the two borrow pits on page 24.

The other borrow pits were made by widening the cuts beyond the original roadbed design and were remeasured as part of the crosssections for those stations widened. consequently am unable to give individual quantities for these pits.

The haul was computed according to the limits of the actual haul on the road and dont see how we could change these any.

Am returning the mass diagram under separate cover.

SIGNED John T. Burch

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY-PORTLAND

---

oad

21; we our
verhaul, and
it as we

measurement
pits?

RECEIVED
AUG 8 1957
OREGON
STATE HIGHWAY COMMISSION

545 North Bank Road
Coquille, Oregon
July 31, 1957

Oregon State Highway Department
State Highway Builing
Salem, Oregon

Dear Sirs:

Inregard to the final estimate on our contract number 4821; we our a little concerned about the amount of long and short overhaul, and would appriciate it if you could recheck the figures on it as we feel that it should be more than the plans called for.

Would it be to much trouble to send us a copy of the re-measurement and the amount of yardage in each of the numerous barlow pits?

Thank you.

Respectfully yours,
Morgan Bros.

by: Maurice Morgan
Maurice Morgan

RECEIVED
AUG 2 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 30 1957

FOR FILING

[illegible]

4821

July 30, 1957

CERTIFIED MAIL

American Surety Company of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4821 for grading on the Parish Creek Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County was completed by the contractor, Morgan Brothers, on June 20, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $1,569.69 will be released to the contractor after acceptance by the Commission. The total contract amount is $52,278.95, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
lm

RECEIVED
JUL 22 1957
FOR FILING

[illegible]

[illegible]

July 19, 1957

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Morgan Brothers in connection with Contract No. 4821, for grading on the Parish Creek Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County. This payment, in the amount of $4,622.62, will be released to the contractor on or after July 29, 1957. The retained percentage is $1,568.33.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

NOTED ON CARD

sm

Form E-1—10M—10-55

O GON STATE HIGHWAY DEPARTM T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 5, 1957

Section Parish Creek Unit, Spray-Waterman

Kind of work Grading

Highway Spray-Waterman County Road

Section prefix 535-1018 S-175(2)

Contractor Morgan Bros.

Contract number 4821

Date of contract October 9, 1956

Date of completion 60 days beginning Oct. 19, 1956

Date work started October 23, 1956

Estimated date of completion Completed, 19

Project authorization $ 55,909.62

Exclusive of Engineering $ 51,933.82

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 52,817.59

Estimated per cent overrun or underrun Overrun 1.7 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 3975.80

Engineering cost to date $ 3,920.00, 98.6 %

Date project was completed June 20, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed June 20, 1957.

Semifinal Estimate sent to the
Division Engineer on July 2.

Final Report

CONSTRUCTION DIVISION
RECEIVED
JUL 8 - 1957
NOTED ☐ CE ☐ AE ☐ ACE ☐ COE

Noted
M. N. Juve

Signed John T. Burch

Address Baker, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 80713

	GRADING	SURFACING	MAIN ANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.12				
Miles partially completed	3.12				
Miles completed	3.12				
Total estimated quantities (contract)	73,000.				
Total quantities corrected to date	74,938.5				
Estimated quantities moved or placed to date	74,938.5				
Average daily quantities	1066				
Average daily quantities necessary to complete project on time	-----				
Number shifts per day	-----				
Hours per shift	-----				
Average force on project for week	------				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers.........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 26 1957
FOR FILING

S-175(2)

4121

June 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 20, 1957, on Contract No. 1821, Parish Creek Unit, Spray-Waterman Section in Wheeler County, in connection with Federal Aid Project No. S-175(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: Clarence G. Swanson

DBP:cr

RECEIVED
NOV 7 1956
FOR FILING

S-175 (2)

4821

November 5, 1956

Morgan Bros.
545 North Bank Road
Coquille, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4821, which was awarded to you by the State Highway Commission on October 9, for grading on Parish Creek Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

A

RECEIVED
OCT 31 1956
FOR FILING

S-175(2)

4821

October 25, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 23, 1956, on Contract No. 4821, Parish Creek Unit, Spray-Waterman Section, in Wheeler County, in connection with Federal Aid Project No. S-175(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:lmr

RECEIVED
OCT 17 1956
FOR FILING

S-175 [illegible]

4821

October 9, 1956

Morgan Bros.
545 North Bank Road
Coquille, Oregon

Gentlemen:

The State Highway Commission on September 27, 1956, accepted your proposal for grading on Parish Creek Unit, Spray-Waterman Section of the Spray-Waterman County Road in Wheeler County for the sum of $49,597.44 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4821.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

eam

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 9, 1956
2:00 P. M.

Morgan Bros.
945 North Bank Road
Coquille, Oregon

Contract for grading Parish Creek Unit, Spray-Waterman Section of the Spray-Waterman County Road, Wheeler County, for which you submitted low bid on September 27 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

---

page is witnessed, and return both copies to this office for execution by the Highway Commission.

The third copy of the contract, on the cover of which is stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a copy containing the signatures of the State Highway Commission.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

A

FORM E-130 [illegible]

RECEIVED
OCT 10 1956
FOR FILING

S-175 (2)

4-1

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 9, 1956

Morgan Bros.
545 North Bank Road
Coquille, Oregon

Gentlemen:

We enclose herewith three copies of contract No. 4821 which was awarded to you by the State Highway Commission on October 9, for grading on the Parish Creek Unit, Spray-Waterman Section of the Spray-Waterman Road Highway in Wheeler County.

Please execute two of these copies as to contract and bond, making certain that your signature on the contract page is witnessed, and return both copies to this office for execution by the Highway Commission.

The third copy of the contract, on the cover of which is stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a copy containing the signatures of the State Highway Commission.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
SEP 25 1956

FOR FILING

S-175(2)

1821

September 24, 1956

County Court of Wheeler County
Court House
Fossil, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Wheeler County one fully executed copy each of a Finance and Maintenance Agreement between the State Highway Commission and Wheeler County covering the Parrish Creek Unit, Spray-Waterman Section of FAS 318, S-175(2), Wheeler County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
SEP 26 1956
FOR FILING

175 (2)

45-1

Maint.-290
Fi.-141

Salem, Oregon
September 24, 1956

Wheeler County Agreements
Parrish Creek Unit
S-175(2), FAS 318

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Wheeler County covering the Parrish Creek Unit, Spray-Waterman Section, S-175(2), FAS 318.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Wheeler County.

Very truly yours

Secretary

rn
Attach: 5

FORM E30—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1956

SUBJECT: Wheeler County Agreements
Parrish Creek Unit
S-175(2), FAS 318

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on August 28, 1954.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-28-55 Minute Page 24055
Secretary

APPROVED
Paxson
ASST. STATE HIGHWAY ENGINEER
Date Sept 19, 1956

RECEIVED
SEP 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

I-73(31) Missouri Bottom-Canyonville 1976
I-73(32) Structures on the Myrtle Cr.-
M.822 Canyonville Sec.

RECEIVED

FOR FILING

I-78 (31)

I-78 (22)

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 7, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4322	20 Final	Lee Hoffman	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17446	H219367	$ 27,522.56	8-7-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeneske
ACCOUNTING DIVISION

Specified completion date: 180 workdays from 10-20-56

Time Extensions: None

Completion Date: May 28, 1958

Date Accepted: June 19, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 7, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 8 1958
GRW

NOTED ON CARD
em

RECEIVED
JUL 31 1958
FOR FILING
I 26(3)
I 73(3)
4822

July 29, 1958

CERTIFIED MAIL

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #4822 for work performed on the Myrtle Creek-Canyonville Section of Pacific Highway in Douglas County was completed by the contractor, Lee Hoffman, on May 28, 1958, and was formally accepted by the Highway Commission on June 19, 1958.

Final payment in the amount of $27,522.56 will be released to the contractor on or after August 8, 1958. The total contract amount is $746,685.71, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

[illegible]
card

RECEIVED
JUN 5 1958
FOR FILING
[illegible]
[illegible]
4822

June 5, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Lee Hoffman in connection with Contract No. 4822, for Missouri Bottom-Canyonville structures on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County. This payment, in the amount of $36,545.12, will be released to the contractor on or after June 16, 1958. The retained percentage is $22,242.16.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By: Floyd Query
Assistant Secretary

om

NOTED ON CARD

RECEIVED
AUG 30 1957
FOR FILING

I-78 (31)
I-78 (32)
1122

August 26, 1957

Office of the Solicitor
U. S. Dept. of Labor
307 Appraisers Bldg.
630 Sansome St.
San Francisco 11, Calif.

Attention: Mr. Kenneth C. Robertson,
Regional Attorney

Gentlemen:

We submit herewith a request for determination of wage rates for the following project on the Interstate Highway System:

Kind of Work	Section	Project No.
Structure	Myrtle Cr.-Canyonville Section	I-78

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc: C. G. Polk

VGO'N:ia

(NOT[illegible] USED BY STATE HIGHWAY DEPARTMENTS IN REQUESTING WAGE DETERMINATIONS PURSUANT TO SEC. 115 OF THE FEDERAL AID HIGHWAY ACT OF 1956. PLEASE CHEC[illegible]ADD IN SPACES PROVIDED THE CLASSIFICATI[illegible]EQUIRED TO PERFORM THE CONTRACT WORK DESCRIBED BELOW.)

REQUEST FOR DETERMINATION

Form DB-11(a)

TO: U. S. DEPARTMENT OF LABOR

NOTE.—Use black ribbon and type on one side only.

Request is hereby made for the determination of the wage rates to be paid laborers and mechanics on the work described below.

NAME AND TITLE OF REQUESTING OFFICER: S. H. Probert, Office Engineer

SIGNATURE: S. H. Probert

DEPARTMENT, AGENCY: Oregon State Highway Department

DESCRIPTION OF WORK:
Oregon FA Project I-78
Myrtle Cr.-Canyonville Section
Pacific Highway (US 99)
Weaver R.R. O'xing Structure

LOCATION (CITY OR OTHER DESCRIPTION): 2 mi. S. of Myrtle Creek

PROPOSED ADVERTISING DATE: Sept. 19, 1957

STATE: Oregon

COUNTY: Douglas

DATE OF REQUEST: August 26, 1957

ESTIMATED VALUE OF CONTRACT: $ 150,000

FOR DEPT. OF LABOR USE

DECISION NO.

LAW CODE

DATE OF DECISION

EXPIRES

SUPERSEDES DECISION NO.

Check Crafts	Per Hour
___ Bricklayers	
___ Carpenters	
___ Cement masons	
___ Ironworkers, structural	
___ Ironworkers, reinforcing	
___ Laborers:	
___ Air tool op. (jackhammer, vibrator)	
___ Asphalt rakers	
___ Asphalt spreaders	
___ Caisson	
___ Drillers	
___ Fine graders	
___ Landscape workers	
___ Mason tenders	
___ Mortar mixers	
___ Pipelayers (concrete, clay and drainage)	
___ Powdermen, blasters	
___ Tunnel	
___ Unskilled	
___ Painters	
___ Painters, structural steel and bridge	
___ Piledrivermen	
___ Stonemasons	
___ Welders	
___ Truck drivers (Differentiate according to size and type)	
___ Other (Specify)	

All craft classifications in the following basic crafts:
Laborers
Operating Engineers
Teamsters
Carpenters & Millwrights
Piledrivers
Ironworkers
Cement Masons

Check Crafts	Per Hour
Power equipment operators	
___ A frame truck (winch)	
___ Air compressors	
___ Asphalt distributors - spreaders	
___ Asphalt plant	
___ Backhoes	
___ Boring machines	
___ Bulldozers	
___ Bull floats	
___ Cranes, derricks and draglines	
___ Concrete batching plants	
___ Concrete finishing machines	
___ Concrete paving machines	
___ Conveyors	
___ Crusher and screening plants	
___ Drilling machines	
___ Elevating graders	
___ Firemen	
___ Form graders	
___ Flexplanes	
___ Hoists	
___ Locomotives	
___ Loaders (all types)	
___ Mechanics	
___ Mixers (indicate size and type)	
___ Motor patrols	
___ Oilers - greasers	
___ Piledrivers	
___ Pumps	
___ Pumpcretes	
___ Rollers (indicate type)	
___ Subgraders	
___ Shovels (indicate size)	
___ Scrapers	
___ Tractors (indicate size and type)	
___ Trenching machines	
___ Truck cranes	

APPRENTICE SCHEDULE

CRAFT	INTERVAL	PERIOD AND RATE* 1st	2d	3d	4th	5th	6th	7th	8th	9th	10th

(NOTE: TO BE USED BY STATE HIGHWAY DEPARTMENTS IN REQUESTING WAGE DETERMINATIONS PURSUANT TO SEC. 115 OF THE FEDERAL AID HIGHWAY ACT OF 1956. PLEASE CHEC[illegible] ADD IN SPACES PROVIDED THE CLASSIFICATI[illegible] REQUIRED TO PERFORM THE CONTRACT WORK DESCRIBED BELOW.)

REQUEST FOR DETERMINATION

Form DB-11(a)

TO: U. S. DEPARTMENT OF LABOR

NOTE.—Use black ribbon and type on one side only.

Request is hereby made for the determination of the wage rates to be paid laborers and mechanics on the work described below.

NAME AND TITLE OF REQUESTING OFFICER: S. H. Probert, Office Engineer

DATE OF REQUEST: August 26, 1957

ESTIMATED VALUE OF CONTRACT: $ 150,000

SIGNATURE:

FOR DEPT. OF LABOR USE

DEPARTMENT, AGENCY: Oregon State Highway Department

DESCRIPTION OF WORK:
Oregon FA Project I-78
Myrtle Cr.-Canyonville Section
Pacific Highway (US 99)
Weaver R.R. O'xing Structure

DECISION NO.:

LAW CODE:

DATE OF DECISION:

LOCATION (CITY OR OTHER DESCRIPTION): 2 mi. S. of Myrtle Creek

PROPOSED ADVERTISING DATE: Sept. 19, 1957

EXPIRES:

STATE: Oregon

COUNTY: Douglas

SUPERSEDES DECISION NO.:

Check Crafts	Per Hour
___ Bricklayers	
___ Carpenters	
___ Cement masons	
___ Ironworkers, structural	
___ Ironworkers, reinforcing	
___ Laborers:	
___ Air tool op. (jackhammer, vibrator)	
___ Asphalt rakers	
___ Asphalt spreaders	
___ Caisson	
___ Drillers	
___ Fine graders	
___ Landscape workers	
___ Mason tenders	
___ Mortar mixers	
___ Pipelayers (concrete, clay and drainage)	
___ Powdermen, blasters	
___ Tunnel	
___ Unskilled	
___	
___	
___	
___	
___ Painters	
___ Painters, structural steel and bridge	
___ Piledrivermen	
___ Stonemasons	
___ Welders	
___ Truck drivers	
(Differentiate according to size and type)	
___	
___	
___	
___	
___	
___	
___	
___ Other (Specify)	
___ All craft classifications in the	
___ following basic crafts:	
___ Laborers	
___ Operating Engineers	
___ Teamsters	
___ Carpenters & Millwrights	
___ Piledrivers	
___ Ironworkers	
___ Cement Masons	
___	
___	

Check Crafts	Per Hour
Power equipment operators	
___ A frame truck (winch)	
___ Air compressors	
___ Asphalt distributors - spreaders	
___ Asphalt plant	
___ Backhoes	
___ Boring machines	
___ Bulldozers	
___ Bull floats	
___ Cranes, derricks and draglines	
___ Concrete batching plants	
___ Concrete finishing machines	
___ Concrete paving machines	
___ Conveyors	
___ Crusher and screening plants	
___ Drilling machines	
___ Elevating graders	
___ Firemen	
___ Form graders	
___ Flexplanes	
___ Hoists	
___ Locomotives	
___ Loaders (all types)	
___ Mechanics	
___ Mixers (indicate size and type)	
___	
___	
___	
___	
___ Motor patrols	
___ Oilers - greasers	
___ Piledrivers	
___ Pumps	
___ Pumpcretes	
___ Rollers (indicate type)	
___	
___	
___	
___ Subgraders	
___ Shovels (indicate size)	
___	
___	
___ Scrapers	
___ Tractors (indicate size and type)	
___	
___	
___	
___	
___ Trenching machines	
___ Truck cranes	

APPRENTICE SCHEDULE

CRAFT	INTERVAL	PERIOD AND RATE*

(NOTE: TO BE USED BY STATE HIGHWAY DEPARTMENTS IN REQUESTING WAGE DETERMINATIONS PURSUANT TO SEC. 115 OF THE FEDERAL AID HIGHWAY ACT OF 1956. PLEASE CHECK [illegible] DD IN SPACES PROVIDED THE CLASSIFICATIO[illegible] EQUIRED TO PERFORM THE CONTRACT WORK DESCRIBED BELOW.)

Form DB-11(a)

REQUEST FOR DETERMINATION

NOTE.—Use black ribbon and type on one side only.

TO: U. S. DEPARTMENT OF LABOR

Request is hereby made for the determination of the wage rates to be paid laborers and mechanics on the work described below.

NAME AND TITLE OF REQUESTING OFFICER: S. H. Probert, Office Engineer

DATE OF REQUEST: August 26, 1957

ESTIMATED VALUE OF CONTRACT: $ 150,000

SIGNATURE:

FOR DEPT. OF LABOR USE:

DEPARTMENT, AGENCY: Oregon State Highway Department

DECISION NO.:

DESCRIPTION OF WORK:
Oregon FA Project I-78
Myrtle Cr.-Canyonville Section
Pacific Highway (US 99)
Weaver R.R. O'xing Structure

LAW CODE:

DATE OF DECISION:

EXPIRES:

LOCATION (CITY OR OTHER DESCRIPTION): 2 mi. S. of Myrtle Creek

PROPOSED ADVERTISING DATE: Sept. 19, 1957

SUPERSEDES DECISION NO.:

STATE: Oregon

COUNTY: Douglas

Check Crafts	Per Hour
___ Bricklayers	
___ Carpenters	
___ Cement masons	
___ Ironworkers, structural	
___ Ironworkers, reinforcing	
___ Laborers:	
___ Air tool op. (jackhammer, vibrator)	
___ Asphalt rakers	
___ Asphalt spreaders	
___ Caisson	
___ Drillers	
___ Fine graders	
___ Landscape workers	
___ Mason tenders	
___ Mortar mixers	
___ Pipelayers (concrete, clay and drainage)	
___ Powdermen, blasters	
___ Tunnel	
___ Unskilled	
___ Painters	
___ Painters, structural steel and bridge	
___ Piledrivermen	
___ Stonemasons	
___ Welders	
___ Truck drivers (Differentiate according to size and type)	
___ Other (Specify) All craft classifications in the following basic crafts:	
Laborers	
Operating Engineers	
Teamsters	
Carpenters & Millwrights	
Piledrivers	
Ironworkers	
Cement Masons	

Check Crafts	Per Hour
Power equipment operators	
___ A frame truck (winch)	
___ Air compressors	
___ Asphalt distributors - spreaders	
___ Asphalt plant	
___ Backhoes	
___ Boring machines	
___ Bulldozers	
___ Bull floats	
___ Cranes, derricks and draglines	
___ Concrete batching plants	
___ Concrete finishing machines	
___ Concrete paving machines	
___ Conveyors	
___ Crusher and screening plants	
___ Drilling machines	
___ Elevating graders	
___ Firemen	
___ Form graders	
___ Flexplanes	
___ Hoists	
___ Locomotives	
___ Loaders (all types)	
___ Mechanics	
___ Mixers (indicate size and type)	
___ Motor patrols	
___ Oilers - greasers	
___ Piledrivers	
___ Pumps	
___ Pumpcretes	
___ Rollers (indicate type)	
___ Subgraders	
___ Shovels (indicate size)	
___ Scrapers	
___ Tractors (indicate size and type)	
___ Trenching machines	
___ Truck cranes	

APPRENTICE SCHEDULE

CRAFT	INTERVAL	PERIOD AND RATE*									
		1ST	2D	3D	4TH	5TH	6TH	7TH	8TH	9TH	10TH

CPR8-2405

Form PR 2 (Revised 1950)

State Oregon

Project No. I-78(30)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of March, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of July, 1956, a program, which was approved on the 29th day of August, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 21st day of January, 1957, and the sum of one hundred forty two thousand, eight hundred and 00/100 dollars ($142,800.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

~~Between~~ Acquisition of right of way between Stations 3427+00 and 39+50, northwest of Canyonville,

, length 7.970 miles, in Douglas County,

being Oregon project No. I-78(30), ~~consisting of~~ ~~miles of~~ ~~roadway and~~ ~~bridges, each of more than 20 feet clear span,~~ ~~miles in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) In the event that actual construction of the road on this right-of-way is not undertaken by June 30, 1962, the State Highway Department shall repay to the Commissioner the sum or sums of Federal funds paid to the Highway Department under this agreement.

(c) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred forty two thousand, eight hundred and 00/100 dollars ($142,800.00), which does not exceed the authorized Federal pro rata share of one hundred fifty five thousand, three hundred and 00/100 dollars ($155,300.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By C G Polk
District ~~Division~~ Engineer,
Bureau of Public Roads.

March 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the Myrtle Creek-Canyonville Section, Project No. I-78(30).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:lmr

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Myrtle Creek - Canyonville Section
Pacific Highway
Douglas County

NATURE OF WORK:

Right of Way Purchase

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

DATE OF COMPLETION:

REMARKS:

December 28, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four copies of estimate as a basis for project agreement and four sets of reduced plans for the Myrtle Creek-Canyonville Section, Project No. I-78(30).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HBC:cr

Oregon State Highway Department

Federal Aid
Project No. I-78(30)

MYRTLE CREEK-CANYONVILLE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on Estimated Cost of land, damages, etc.)

Salem, Oregon, December 19, 1956

Type Code R.O.W.

Right of Way (Sta. 3427+00 through 3459+45.15=66+35.01 to Sta. 326+00)
(Sta. 39+00 through 504+45.37 - 30+02.70 to Sta. 39+50)

All Required	Right of Way, etc.	$ 147,995.00
	Subtotal	$ 147,995.00
	Acquisition Expense	7,305.00
	Total	$ 155,300.00

Length of Project 7.728 miles.

Federal Funds	$ 142,800.00
State Funds	12,500.00
	$ 155,300.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939

Myrtle Creek-Canyonville Section

Project No. I-78(30)

ESTIMATE OF COST OF RIGHTS OF WAY AREAS TO BE ACQUIRED AND OTHER RIGHTS OF WAY EXPENSE

Highway Department Right of Way File No.	Area in Acres	Cost
21824	.73	51.00
22480	.2719	
	.71	823.20
22481	1.32	1,108.80
22482	1.52	1,369.20
22483	1.52	1,688.40
21012	5.86	4,922.40
21013	8.58	6,377.00
21014	6.27	4,914.00
21015	4.59	3,948.00
21017	2.54	2,862.80
21018	2.31	2,929.50
21019	4.47	5,685.75
21020	2.25	2,791.25
21022	2.16	2,726.50
21023	2.28	3,154.20
21024	3.14	3,960.00
21016	3.50	3,458.00
21027	16.92	20,000.00
21030	13.0	
	.2	13,200.00
21031	1.38	
	.06	720.00
21040	5.36	
	1.63	5,581.20
25774	.4	900.00
21042	5.78	5,047.00
21043	5.57	9,830.80
25810	1.04	876.00
25622	.53	
	1.41	480.00
25524	.4	200.00
25115	1.65	1,000.00
25140	1.28	300.00
23758	17.47	16,770.00
23773	11.3	14,060.00
25916	.81	1,000.00
23774	.37	4,740.00
23783	.09	450.00
	Sub Total	$ 147,995.00
	Acquisition Expense	7,305.00
	Total	$ 155,300.00

RECEIVED
NOV 7 1956
FOR FILING

I-98 (31)
I-95 (32)
4822

November 5, 1956

Mr. Lee Hoffman
415 N. W. Cedar St.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4822, which was awarded to you on October 10 by the State Highway Commission, covering the Missouri Bottom-Canyonville Structures on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 17 1956
FOR FILING

OREGON DISTRICT
I 78(31)
I 78(32)
4822

REFERRED TO
Cooper
By State Highway Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 10, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project I-78(31) and I-78(32), Missouri Bottom-Canyonville Structures on the Pacific Highway, we hereby concur as of this date in award of Contract No. 4822 to Lee Hoffman of Beaverton, Oregon, low bidder in the amount of $719,642.00 at the September 28, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
G. S. PAXSON

RECEIVED
OCT 12 1956
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO Paxson
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
OCT 11 1956
FOR FILING

I-78 (31)
I-78 (32)
4822

October 10, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Missouri Bottom-Canyonville Strs.
F.I.P. Nos. I-78(31) & I-78(32)

On September 28, the Highway Commission accepted the low bid proffered by Lee Hoffman in the amount of $719,642, and instructed the engineer to award the contract to said bidder when all matters pertaining to rights-of-way for the project had been cleared up.

All rights-of-way for the project have been acquired. We propose to award the contract to the low bidder as of this date. May we have your concurrence in this award.

Very truly yours,

W. C. Williams
State Highway Engineer

CAG:eh

cc C. A. Gardner

RECEIVED
OCT 17 1956
FOR FILING

I-99 (31)
I-99 (32)
4822

October 10, 1956

Lee Hoffman
P. O. Box 37
Beaverton, Oregon

Dear Sir:

The State Highway Commission on September 28, 1956, accepted your proposal for Missouri Bottom-Canyonville structures on the Myrtle Creek-Canyonville Section of the relocated Pacific Highway in Douglas County for the sum of $719,642.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4822.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert
~~C. M. [illegible]~~
P M Stephenson

NOTED
J. Mc C.

DOMESTIC SERVICE Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 10, 1956
4:30 P. M.

Lee Hoffman
Beaverton, Oregon

Contract for Missouri Bottom-Canyonville structures on the Myrtle Creek-Canyonville Section of the relocated Pacific Highway, Douglas County, for which you submitted low bid on September 28 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

[illegible] . Fork Scappoose Cr. Br. on 193[illegible]
the Pittsburg-Scappoose Hwy.
#323

Form A-150 10M 6-57

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

INVOICE
Oregon State Highway Department
SALEM, OREGON

Invoice No. 56330

Date July 7, 1958

Your Req. No.

Billing Request No. CC-421

Credit Distribution: 505-1034-897

Columbia County

NOTED
V. R. JONES

Final billing N. Fork Scappoose Creek Bridge, FAS Contract No. 4823 covered by agreement dated 9/17/56

Original advance deposit	4,345.69	
Less amount previously transferred	3,345.69	
Balance advance deposit		$1,000.00
County share total costs as per attached	3,904.15	
Less amount previously transferred	3,345.69	
Balance		558.46
To be retained		441.54

RECEIVED
JUL 8 1958
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

NOTED

State Printing 4396

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

June 19, 1958

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
V. R. JONES

Gentlemen:

Final costs are now available for the North Fork Scappoose Creek Bridge (Contract No. 4823) on FAS 609. As shown in the attached cost statement a refund of $441.54 is due the county. In accordance with the request of Judge Whipple this refund is being retained as part of the deposit required for the Milton Creek (St. Helens) Bridge on FAS 816.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm
Att.

[illegible]

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Completed 11/15/57

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Columbia

Contract No. 4823

Date June 19, 1958

FAS 609

Section North Fork Scappoose Creek Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached statement.				$18,566.58
Construction engineering.				1,749.71
TOTAL CONSTRUCTION COSTS.				$20,316.29
FEDERAL FUNDS COLLECTED FOR PROJECT .				$12,508.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)

($20,316.29 - $12,508) X 1/2 =	$3,904.15
County advance deposit	$4,345.69
Less county share	3,904.15
REFUND DUE COUNTY.	$ 441.54

JPH:mm

STATE OF OREGON,

To E & D CONSTRUCTION COMPANY, Dr.

County Columbia

Postoffice address Portland, Oregon

Highway Pittsburg-Scappoose Road

Work done to Nov. 15, 1957

Contract No. 4823

Section North Fork Scappoose Creek Bridge

Prefix No. 505-1034-201(41)

Estimate No. 4 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Structural excavation	c.y.	10.00	167.43	1,674.30	1,500.00	174.3
2. Class "[illegible]" concrete	c.y.	65.00	172.19	11,192.35	10,660.00	532.3
3. Metal reinforcement	lb.	.13	43,645.62	5,673.93	5,655.00	18.93
4. 8" metal drain pipe	l.f.	4.00	6.5	26.00	-	26.00

Audited and approved by

Totals	18,566.58	17,815.00	751.
% Retained			

1. Structural excavation	c.y.	10.00	167.43	1,674.30	1,500.00	17[illegible]
2. Class "[illegible]" concrete	c.y.	65.00	172.19	11,198.35	10,660.00	5[illegible]
3. Steel reinforcement	lb.	.13	43,645.68	5,673.93	5,655.00	18.93
4. 8" metal drain pipe	l.f.	4.00	6.5	26.00	-	26.00

Audited and approved by

Period covered 8/5 - 11/15/57

Items Cont. 1823 - Est. 4 Final

	Totals	18,566.58	17,815.00	[illegible]
0	% Retained	-	1,448.85	1,[illegible]
	Total Payments	18,566.58	16,366.15	2,[illegible]

Computed by J. P. [illegible] Checked by

To be paid contractors, this estimate, $ 2,200.43

h calloun
Engineer Robert F. Dow

Previous Voucher No. 18850

State Printing

RECEIVED
1957
ILING
#27(6)

files

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 24, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4823 4823	4 Final	S & D Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
29347	H 200030	$ 2,200.43	Dec. 23, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Wincheand
ACCOUNTING DIVISION

Specified completion Date:	220 workdays from 10-22-56
Time Extensions:	None
Completion Date:	Nov. 15, 1957
Date Accepted:	Dec. 5, 1957
Penalties:	None of record
Claims:	None of record
Remarks:	

Date: Dec. 26, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
Floyd Query
By Floyd Query
Assistant Secretary

Warrant Mailed: DEC 26 1957
GRW.

NOTED ON CARD
GW

RECEIVED
DEC 12 1957
FOR FILING

[illegible]

4/12

Dec. 11, 1957

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4823 for N. Fork Scappoose Creek Bridge on the Pittsburg-Scappoose Highway in Columbia County was completed by the contractor, S & D Construction Co., on Nov. 15, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $2,200.43 will be released to the contractor on or after Dec. 21, 1957. The total contract amount is $18,566.58, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
cm

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

4 25-57

State **Ore**
County **Columbia**
Project No. **S-77(6)**

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this **25th** day of **April** 19**57**, by and between **The Oregon State Highway Commission**, constituting for the purpose hereof the Highway Department of the State of **Oregon**, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the **29th** day of **August**, 19**56**, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being **0.019** miles of **bridge construction,**
(Character of work)

between **FAS 601 at Pittsburg Junction and FAP Rte. 1 at Scappoose.**
(Control points)
, consisting of **0.000** miles of roadway and **one** (Number) bridge~~s~~ totaling **0.019** miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of **thirteen thousand, one hundred and 00/100** dollars ($ **13,100.00**), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is **twenty one thousand, two hundred forty nine and 80/100** dollars ($ **21,249.80**).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By O J Polk
XXXXXXXX Engineer, Bureau of Public Roads
District

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the North Fork Scappoose Creek Bridge, Project No. S-77(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HHC:ia

4823

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

North Fork Scappoose Creek Bridge
Pittsburg-Scappoose Road
Columbia County

NATURE OF WORK:

Structure

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4823 S & D Construction Co. 10-12-56

DATE OF COMPLETION:

220 Workdays from 10-22-56

REMARKS:

March 21, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Fork Scappoose Creek Bridge, Project No. S-77(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HHC:ia

Oregon State Highway Department

Federal Aid Secondary
Project S-77(6)

NORTH FORK SCAPPOOSE CREEK BRIDGE ON THE PITTSBURG-SCAPPOOSE ROAD IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 18, 1957

Type Code X021
N. Fork, Scappoose Creek Bridge (Sta. 2+55 to Sta. 3+55)(Contract No. 4823)

200 cu. yds.	Structural Excavation	$10.00	$ 2,000.00
174 cu. yds.	Class "A" Concrete	65.00	11,310.00
44,000 lbs.	Metal Reinforcement	0.13	5,720.00
72 lin. ft.	8-inch Metal Drain Pipe	4.00	288.00
	Subtotal		$ 19,318.00
	10% Engr. & Cont.		1,931.80
	Total		$ 21,249.80

Length of Structure 0.019 Mile

Federal Funds	$ 13,100.00
State Funds	4,074.90
County Funds	4,074.90
	$ 21,249.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited with the Highway Department by Columbia County.

FORM E-30X—50,000—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1956

SUBJECT: County FAS Projects
September 27-28 Letting

To: Mr. S. H. Probert
OFFICE

Attention: Mr. J. W. Nash

The following county FAS projects, upon which bids were received September 27 and 28, are covered by agreements which require collection of the full federal participation on total costs up to the sum set after each project:

County	Section	FAS	Project	Amount
Columbia	N. Fork Scappoose Creek Bridge	609	S- 77(6)	$ 30,000
Wheeler	Parrish Creek Unit, Spray-Waterman	318	S-175(2)	$ 75,000
Yamhill	Yamhill River (Lafayette) Bridge	586	S-329(1)	$279,000

J.F.H.
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

FORM E-123 25M REVISED 9-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 7, 1956

72-609

Mr. Erick Enquist
P. O. Box 747
Troutdale, Oregon

Dear Sir:

The County Court has advised us that the timbers are still in place at the bridge ends on the North Scappoose Creek Bridge, No. 13354A, which prevent them from making the backfill.

Will you please have these removed immediately so that we can get traffic over this structure.

Very truly yours,

E. G. Ricketts
Assistant Bridge Engineer

EGR/mm

cc: Columbia County Court
Attention: Judge Whipple

Clarence Swenson
Robert F. Dow

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
DEC 10 1956
ENGINEER
COUNTY ROADS

Form A-150—10M—9-55

NOTED
V. R. JONES

NOTED
Harold G. Ayers

J. F. HA[illegible]NN

INVOICE

Oregon State Highway Department

SALEM, OREGON

Columbia County
St. Helens, Oregon

Attn: County Court

RECEIVED
OCT 16 1956
ENGINEER
CO[illegible]

Invoice No. 47979
Date October 15, 1956
Your Req. No.
Billing Request No. cc-270
Credit distribution: 505-1034-297

Advance Deposit	4,345.69
Partial transfer county's share total cost. North Fork Scappoose Creek Bridge, FAS 609, Columbia County, Contract No. 4823. Covered by agreement dated September, 1956.	3,345.69
To be retained	$1,000.00

State Printing 88944

ACKNOWLEDGMENT OF BILLING REQU

Cash Received with Request $

By

State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

October 12, 1956

NOTED
Harold C. Ayers

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
[illegible]

Gentlemen:

This is to acknowledge receipt of a deposit of $3,750 which, together with the refund of $595.69 being retained by the State, makes a total deposit of $4,345.69 in connection with the North Fork Scappoose Creek Bridge on FAS 609.

Contract No. 4823 has been awarded the S & D Construction Co., and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

I Called on 10/8/56 & Comm. Wasser advised Judge was sick but they would put through the voucher as soon as possible & forward deposit to state. J.F.H.

September 28, 1956

Received 10/12/56

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On September 27th the Highway Commission received a satisfactory bid from the S & D Construction Co. of Portland for construction of the North Fork Scappoose Creek Bridge on FAS 609. As per the agreement between State and County an advance deposit by the County is required prior to award of a contract. This advance deposit is as follows:

Bid Items	$19,318.00
12-1/2% Engineering & Contingencies	2,414.75
Total...............	$21,732.75
Advance Deposit of 20%...........	$ 4,345.00
Advance Deposit....................	$4,345.00
Less refund due Columbia County on No. Fork Bridge completed in 1955	595.69
Required Cash Deposit..............	$3,749.31 or say $3,750

Please make this deposit by means of a check or warrant in the amount of $3,750 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be signed.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
J. F. HAGEMANN

Cont. No. 4823
505-1034

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R [illegible]

NOTED
Harold C. Ayers

October 4, 1956

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. [illegible]

Dear Mr. Polk:

Attached are three copies of an encroachment resolution covering Oregon Project No. S-77(6), North Fork Scappoose Creek Bridge, on FAS 609 in Columbia County.

We have on file executed copies of an agreement covering Columbia County's participation in the total estimated cost of the project.

This section of road has been previously covered by a resolution in connection with Oregon Project No. S-77(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Att.

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Salem, Oregon
September 20, 1956

Agreements, Columbia County
N. Fork Scappoose Creek Bridge
S-77(6), FAS 609

Mr. G. S. Paxson
OFFICE

NOTED
J. F. HAGEMANN

Fin 142
Main 291

Attached are three copies of a finance agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on July 12, 1956.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECEIVED
SEP 20 1957
FOR FILING

F 774(1)

4823

September 19, 1957

The Aetna Casualty and Surety Company
522 S. W. Fifth Avenue
Portland 4, Oregon

Attention: Mr. S. R. Walsh
Bond Department

Gentlemen:

The August estimate for Contract No. 4823 awarded to S & D Construction Company for work on the North Fork Scappoose Creek Bridge shows the sum of $1,448.85 retained. This does not agree with the amount shown in your letter of September 17 in the sum of $4,446.85. We do not know the reason for the discrepancy but it may be that the contractor is figuring his investment in the contract, some of which may not have been included in the estimate.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Memorandum from ÆTNA *the Bonding Department of*

THE ÆTNA CASUALTY AND SURETY COMPANY

PORTLAND OFFICE, ROOM 300, YEON BUILDING . . . . . . PHONE CApitol 2-9111

Hayward Andrews, *Manager* . . . . S. R. Walsh, *Superintendent*

Oregon State Highway Comm.
Contract Department
Salem, Oregon

September 17, 1957

Re: S. & D. Constr. Co.
SF 74400
4827 N. E. 105th Ave.
Portland, Oregon

Gentlemen:

The above contractor has applied to the Ætna for a bond and has given us a financial statement dated July 28, 1957

In that statement, he lists a contract with you in the amount of 19,318. . The current amount due is listed as nil

1448.85 ret.
1019.35

Retainage earned and withheld is $4,446.85

Your verification of these items and comments as to how the work has progressed marked on this letter and returned to us in the enclosed self addressed stamped envelope, will confer a favor upon the contractor and this Company for which we will be grateful.

Whatever information you favor us with will be accepted in confidence, and will be entirely without liability to you.

Very truly yours,

SRWalsh
Bond Department

REFERRED TO
SECRETARY

RECEIVED
SEP 18 1957
OREGON
STATE HIGHWAY COMMISSION

B-14

NO JOB TOO BIG . . . NO JOB TOO SMALL . . . FOR ÆTNA CONTRACT BOND SERVICE

(S-1694)

RECEIVED
NOV 16 1956
FOR FILING

2-77(6)

4823

November 15, 1956

S & D Construction Company
4930 S.E. Reedway St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4823, which was awarded to you on October 12, covering construction of the North Fork Scappoose Creek Bridge on the Pittsburg-Scappoose Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

4

RECEIVED
OCT 17 1956
FOR FILING
-77 C
45-3

October 12, 1956

S & D. Construction Co.
4930 S. E. Reedway
Portland, Oregon

Gentlemen:

The State Highway Commission on September 27, 1956, accepted your proposal for North Fork Scappoose Creek Bridge on the Pittsburg-Scappoose Highway in Columbia County for the sum of $19, 318.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4823.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm
cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

RECEIVED
OCT 1 1956

DOMESTIC SERVICE	
Check class of service desired; otherwise message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 12, 1956
10:35 A. M.

S & D Construction Company
4930 S. E. Roadway
Portland, Oregon

Contract for North Fork Scappoose Creek Bridge, Pittsburg-Scappoose Highway, Columbia County, for which you submitted low bid on September 27 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

RECEIVED
OCT 4 1956
FOR FILING
S-77(6)
4823

October 3, 1956

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Columbia County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Columbia County covering the N. Fork, Scappoose Creek Bridge, S-77(6), FAS 609.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

September 13, 1956

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, and a set of plans and specifications in connection with the North Fork Scappoose Creek Bridge on FAS 609 upon which bids will be received September 27th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost, including engineering and contingencies, for this project is $26,800; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement is a standard form required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest, with seal, and return all copies of each agreement to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than September 21st.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
Harold C. [illegible]

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

[illegible]
J. F. [illegible]N

Memo to J. W. Nash
7/27/56

North Fork Scappoose Creek Bridge
FAS Route 609

This bridge over the North Fork of Scappoose Creek is located approximately 1.3 miles northwest of the junction of FAS 609 with FAP Route 1 at Scappoose. The existing structure is constructed of untreated timber and has deteriorated to the point that it is no longer safe for present traffic.

The proposed project is to construct a reinforced concrete bridge 100 feet in length and having a horizontal clearance of 26 feet. This bridge will be on the same site and location as the existing bridge. Columbia County will construct required road approaches through an oil mat wearing surface without federal cooperation.

This route is a principal east-west connecting route providing access between the interior of Columbia County and the various cities, including the county seat, located along the Columbia River. It also gives direct access to forest products produced in a continuous yield timber area adjacent to the road.

This route has an 18-foot wide oil mat wearing surface throughout with 2- to 3-foot shoulders. The original construction was too light for present heavy log haul; however, due to lack of available funds the county is endeavoring to hold the surface with heavy maintenance. At the present time the county has no plans for reconstruction which would be extremely costly; however, maintenance costs may force reconstruction of particularly troublesome sections in the near future.

Columbia County
Bridge Length - 100'

Funds:	Federal	$15,000
	State	5,000
	County	5,000
	Total..	$25,000

NOTE: Five previous projects on this route. Last one - S-77(5).

JFH:mm

NOTED
Harold C. Ayers

July 19, 1956

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. H[illegible]

Gentlemen:

This is to advise that the Highway Commission on July 12th approved the FAS project revision as described in the attached tabulation. The North Fork Scappoose Creek Bridge on FAS 609 will be contracted as soon as it can be designed; however due to shortage of engineering personnel, it will be at least September before this can be accomplished.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NOTED
J. W. CATTRALL

Salem, Oregon
July 19, 1956

County FAS Project
FAS 609, Columbia County

Mr. P. M. Stephenson
Bridge Engineer

On July 12th the Highway Commission approved the North Fork Scappoose Creek Bridge project on FAS 609 in Columbia County as described in the attached tabulation (four copies). Please advise this office of the type, length, and estimated cost of the required new bridge when this information is available.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

cc: Forrest Cooper
A. G. Skelton

NOTED
J. F. HAGEMANN

ADDITIONAL PROPOSED 1957 COUNTY FAS PROJECT 6/26/56

County	FAS Hwy. No.	Section & Description	Programmed Amount
Columbia	609	North Fork Scappoose Creek Bridge, Structure only.	$ 25,000

NOTE: The county has requested that the above bridge project be substituted for the Oak Ranch Creek Bridge project on FAS 567 (approved by Highway Commission 1/26/56) and that the Oak Ranch Creek Bridge be canceled. The sum of $22,000 was originally programmed for the Oak Ranch Creek Bridge on FAS 567; however, underruns in other Columbia County FAS projects have left an additional $3,000 available for a total of $25,000. Approval of the project on FAS 609 and cancellation of the project on FAS 567 will not affect the status of 1956 and 1957 county FAS funds.

COLUMBIA COUNTY
PROPOSED PROJECT

FAS 609 - North Fork Scappoose Creek Bridge, $25,000. This structure is located approximately 1.3 miles northwest of the junction of FAS 609 with the Columbia River Highway (FAP 1) at Scappoose. The Highway Department bridge inventory number of the existing bridge is 13,352.

The proposed project is to construct a new bridge replacing the existing 119-foot long pile trestle. The new structure will have a 26-foot roadway. The FAS project will be for the structure only with Columbia County removing the existing bridge, providing a detour, and constructing road approaches as required. The county plans to use an old railroad grade for the detour and this detour will not be affected by high water.

The $25,000 programmed represents the presently estimated balance of fiscal year 1957 funds available to Columbia County. This may be adjusted as more exact figures become available.

LOUIS J. WASSER, COMMISSIONER
GOBLE

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
V. R. JONES

June 22, 1956.

RECEIVED
JUN 25 1956
[illegible]

Mr. John W. Cattrall,
Engineer, County and City Relations,
Oregon State Highway Department,
Salem, Oregon.

Br. # 13352 | [illegible] 119'
1.2.7
1.21, 1.23, 1.5'
N. Fk. Scappoose Cr. B.

Dear Mr. Cattrall:

At its last regular meeting, the Columbia County Court instructed me to request of the State Highway Commission that they program the construction of a bridge across North Scappoose Creek. Said bridge being the second bridge Northwest of the City of Scappoose, and the first bridge Southeast of the bridge constructed last year.

[illegible]
FAS [illegible]

This request is being made with the understanding that sufficient FAS funds are available.

The Court also requests that the construction of the two bridges, Nos. 13636 and 13637, at Oak Ranch Creek be cancelled, as subsequent examination by the Court indicates our own ability to handle those projects.

✓ [illegible]
FAS 567

It is hoped that the Scappoose Bridge above referred to can be advertised in time for your next letting.

With kindest personal regards, I am

Yours very truly,

John W. Whipple

JWW:n

John W. Whipple
County Judge

Remove Br. - Co.
Detour - Co. Old R.R. Grade No worry about Highway [illegible] out detour
Rd. Appch - Co.

$25,000
Available

RECEIVED
JUN 25 1956
OREGON
STATE HIGHWAY COMMISSION

[illegible] FAS [illegible]

T-[illegible](10) Emigrant Hill-Deadmans Pass 1956
[illegible] of the Old Oreg. Trail
[illegible] Highway

RECEIVED
OCT 20 1958
FOR FILING

W. C Williams

NOTED
W. C. WILLIAMS

A

October 8, 1958

FINAL COST ANALYSIS

Emigrant Hill-Deadman's Pass
Contract No. 4824
I-62 (10)

Grading
Contractor: Rogers Construction, Inc.
Resident Engineer: John H. Walker

The Old Oregon Trail Hwy.
Prefix No. 30-1056

Item 4824	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
			$	$	$	$
*Clearing and Grubbing	100%	All	80,000	28,760.73	28,760.73	80,000.00
Drainage excav., Unclass	4,006.39	Cu.Yds.	4.00	3.28	13,163.89	16,025.56
General Excav., Unclass	1,267,349.5	Cu.Yds.	.65	.67	848,437.34	823,777.18
Short Overhaul	3,553,703	Yd.Sta.	.005	.004	14,595.61	17,768.52
Long Overhaul	27,808	C-Yd.Sta.	.35	.29	7,994.80	9,732.80
Finishing Roadbed & Slopes	100%	All	1,000	821.44	821.44	1,000.00
Rounding Cutbanks	20,774	Lin.Ft.	.10	.08	1,706.42	2,077.40
18" Corr.Metal Pipe	1,184	Lin.Ft.	4.00	4.02	4,767.21	4,736.00
24" Corr.Metal Pipe	358	Lin.Ft.	6.00	6.06	2,171.35	2,148.00
36" Corr.Metal Pipe, 10 gauge Protected Invert	232	Lin.Ft.	14.00	14.28	3,314.42	3,248.00
36" Corr.Metal Pipe, 8 gauge Protected Invert	846	Lin.Ft.	17.50	17.76	15,028.36	14,805.00
48" Corr.Metal Pipe, 10 gauge Protected Invert	290	Lin.Ft.	25.00	25.15	7,293.92	7,250.00
48" Corr.Metal Pipe, 8 gauge Protected Invert	348	Lin.Ft.	28.00	28.15	9,798.16	9,744.00
84" Corr.Metal Pipe, Uncoated	258	Lin.Ft.	50.00	50.74	13,090.50	12,900.00
36" Elliptical Inlets,Prot.Invert.	4	Each	120.00	120.89	483.56	480.00
48" Elliptical Inlets,Prot.Invert	2	Each	300.00	303.13	606.26	600.00
Class "A" Concrete	372.02	Cu.Yds.	60.00	57.27	21,308.53	22,321.20
Metal Reinforcement	75,939.3	Lbs.	.15	.1534	11,649.86	11,390.90
Type 1 Fence	2,084	Rod	3.00	2.99	6,243.70	6,252.00
PA#1 18" Conc.Pipe,Furn.&Place	33	Lin.Ft.	3.35	3.35	110.68	110.55
PA#2 12" C.M.P.16 ga.Uncoated	300	Lin.Ft.	2.50	2.48	745.15	750.00
PA#2 1½" Galv.Pipe	300	Lin.Ft.	.60	.60	181.00	180.00

FINAL COST ANALYSIS - CONT'D

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
			$	$	$	$
PA#3 6" Perf.Metal Drain Pipe	660	Lin.Ft.	1.75	1.73	1,141.79	1,155.00
PA#3 Spec.Backfill Mat'l in Drain	95	Cy.Yds.	5.00	4.88	464.35	475.00
PA#4 Purchase excess 6" 8 gauge Drain Pipe	320	Lin.Ft.	1.00	1.03	329.60	320.00
PA#4 Purchase excess 6" Bends for above Pipe	15	Each	1.16	1.19	17.92	17.40
PA#5 Cement Adj.favor of Contr.	11.75	Bbl.	5.60			65.80
PA#6 Purchase excess: White top Studded Toe 6½' Fence Posts	216	Each	.9367	.9648	208.40	202.33
White top 7' Corner Posts	4	Each	8.18	8.42	33.70	32.72
6½' Pull Posts	18	Each	5.43	5.59	100.67	97.74
Galv.Barbed Wire (80 rod)	1	Roll	8.00	8.17	8.17	8.00
Galv.Spiral Fence Stays	200	Each	.06817	.0702	14.04	13.63
Force Account (State participation in flagging)					2,243.71	2,243.71
					$1,016.835.14	$1,051,928.44

Gross Revenue	$ 1,051,928.44
Total Cost	1,016,835.14
Net Profit	$ 35,093.30

Net Profit equals 3.34% of Gross Revenue

Sub-contractor: * Murray Bros.

RECEIVED
1 7 1958
OFFICE OF
STATE [illegible] ENGINEER

DETAIL OF COST

Labor:

Labor and Supervision	$ 243,349.11	
Labor Insurance	10,514.47	
Health & Welfare	6,556.53	$ 260,420.11

Equipment Rental & Misc.Supplies:

Equipment Rental, Owned	$ 378,561.99	
Equipment Rental, Hired	115,870.31	
Gas, Oil, and Grease	51,132.83	
Freight and Express	590.89	
Drill and Shoot	108,852.96	
Small Tools and Miscellaneous Supplies	2,934.18	
Move In	8,102.94	
Bond and Insurance	19,173.67	
Home Office and general overhead	2,379.89	687,599.66

Materials:

18" C.M.P.	1,184	feet	at	$2.98	3,528.32
18" C.M.P.Bands	46	each	at	$3.26	149.96
24" C.M.P.	358	feet	at	$4.69	1,678.02
24" C.M.P.Bands	16	each	at	$4.81	76.96
36" C.M.P. 10 gauge	232	feet	at	$12.15	2,818.80
36" C.M.P. Bands	11	each	at	$12.15	133.65
36" C.M.P. 8 gauge	846	feet	at	$14.30	12,097.80
36" C.M.P. Bands	42	each	at	$14.30	600.60
48" C.M.P. 10 gauge	290	feet	at	$18.40	5,336.00
48" C.M.P. Bands	14	each	at	$18.40	257.60
48" C.M.P. 8 gauge	348	feet	at	$20.47	7,123.56
48" C.M.P. Bands	17	each	at	$20.47	347.99
84" C.M.P. Uncoated	265	feet	at	$38.40	10,176.00
84" C.M.P. Bands	13	each	at	$65.30	848.90
36" C.M.P. Elliptical Inlet, Protected Invert	4	each	at	$94.15	376.60
48" C.M.P. Elliptical Inlet Protected Invert	2	each	at	$243.93	487.86
18" Concrete Pipe	33	feet	at	$2.43	80.19
12" C.M.P. 16 ga.Uncoated	300	feet	at	$1.63	489.00
1½" Galv. Pipe	300	feet	at	$0.46	138.00
6" Perf.Metal Drain Pipe	980	feet	at	$1.00	980.00
6" Perf.Metal Drain Pipe Bands	48	each	at	$1.16	55.68
Class "A" Concrete	372.02	Cu.Yds.	at	$16.85	6,268.54
Metal Reinforcement	75,939.3	lbs.	at	$13.96 cwt.	10,601.13
Metal Fence Posts, 6½' in Length	2,221	each	at	$0.9367	2,071.05
Metal Corner Posts, 7' in Length	56	each	at	$8.18	343.56

DETAIL OF COST

Materials - Cont'd.

Metal Pull Posts, 6½' in Length	18	each	at	$5.43	380.10	
Barbed Wire, Galv.	105.2	Roll	at	$ 7.93	834.24	
Spiral Fence Stays	4,368	each	at	$0.06817	297.76	
3/8"-0 Crushed Material in Backfill	95	cu.yds.	at	$2.50	237.50	$ 68,815.37
TOTAL COST						$ 1,016,835.14

REMARKS:

This was a "Federal Aid Interstate Project" consisting of the construction of 3.06 miles of main highway roadbed, with frontage roads and connections, involving 1,267,349.5 cubic yards of excavation and the construction of two reinforced concrete box culverts on the Emigrant Hill-Deadman's Pass Section of the Old Oregon Trail Highway in Umatilla County.

This project was bid September 27th, 1956, awarded October 23, 1956 and completed December 4, 1957.

Murray Bros., sub-contractor for Rogers Construction, moved onto the project and began clearing operations October 1, 1956. This work was begun before the contract had officially been awarded. Excavation for the Concrete Box Culverts had also been started. 50% of the clearing was done and the first pour was made on the bottom slab of the concrete box culvert at station 1093+93 by the end of the week of October 19th.

The box culvert was completed November 2nd. Clearing operations were still in progress but somewhat hampered because of snow and wet weather.

Rogers Construction moved in a D-8 dozer to grade and excavate for the 84" cattle pass on November 14th. More equipment for grading, consisting of three D-8 dozers, three TOT-23 Euclid scrapers, one Caterpillar No. 12 grader, and other miscellaneous pieces, were moved onto the project the following week, Excavation was begun between stations 992 and 1008 and placed in embankment between stations 989 and 992.

Operations for the next 10 weeks consisted mostly of stripping and removing overburden in cuts in preparation for drilling and shooting; the placing of several culverts, and clearing. Snow, rain, and fog hampered most activities, causing numerous shut downs. Heavy snow fall during the first week in February finally caused a complete stoppage of work. All the equipment on this project was moved to Pendleton to work on the North Unit, Pendleton-Pilot Rock Section.

Work was begun again April 15, 1957 with the prime contractor having two D-9 dozer and rippers, and one D-8 dozer working on the westerly end of the project. Work on the easterly end was started by Shirley G. Stone Company, hired by the prime contractor. His equipment consisted of two D-8 dozers and three S-12 Euclid scrapers. May 1st the contractor began working two 9-hour shifts.

Working conditions were not ideal as yet because of wet ground and occasional rains. Drilling crews were moved in on Monday, April 29th. Considerable drilling and shooting had to be done on this project. The rock, in several areas, was too hard to rip. Fertilizer (Ammonium Nitrate) was used as powder.

May 27th, two new Euclid TS-24 scrapers were brought onto the project. These two pieces of equipment were new to any construction in the state. These scrapers had a load capacity of 24 cubic yards struck measure. Two DW-21 scrapers, No. 12 grader, and one D-9 dozer were moved onto the project June 10th. Stone added two DW-10 scrapers during this same period.

August 2nd a S-18 scraper was moved onto the project and on September 6th, one more D-9 dozer and two more DW-21 scrapers were added.

September 11th, the $2\frac{1}{2}$ cubic yard "Lorain" shovel, three Euclid 20 cubic yard bottom dump tractor trailer units, and one D-8 dozer were moved from Meacham to this project. Shirley Stone Company finished their portion of the grade and moved out all of their equipment by October 2nd.

The prime contractor began to cut down on his equipment strength during the week of October 4th and by November 1st had only one D-8 dozer, one D-9 dozer, one grader, one grader, one $2\frac{1}{2}$ cubic yard shovel and two Euclid Bottom dumps. There was very little grading to be done by this time and only a small amount of clean up.

All phases of work, with exception of fencing, was completed by November 29th, and all equipment had been moved away except that equipment needed for the fence crew. The fence was completed December 24, 1957.

It is to be noted that the pipe culvert installations costs show a loss. This is due to the fact that approximately 200 lineal feet of pipe was damaged and had to be dug up, repaired and replaced. This cost is distributed against all pipe costs. Only an average of 20% over cost had been allowed by the contractor for labor and other costs for handling and installation.

The loss on excavation is attributed to the drilling and shooting cost which amounted to $108,852.96. This cost was charged directly against excavation.

The major portion of the net profit was made mainly from clearing and grubbing. This was due to the contractors ability to get a sub-contractor to do this job for much less money.

It is my opinion that excavation bid price was too low for the type of material in which the work was performed, and that the bid on clearing and grubbing was far too high.

M. N. Juve
Chief Cost Analyst

By

G. K. Hanson

General Files

RECEIVED
JUN [illegible] 1958
FOR FILING

Oregon State Highway Department

Federal Aid
Project No. I-62(10)

I 62 (11)

EMIGRANT HILL-DEADMANS PASS SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

4824

(Revised Estimate to include work by the Eastern Oregon Electric Coop. Assn. Based on final construction quantities at low bid prices, approved Price Agreements, Extra Work Orders and State Force Orders.)

June 4, 1958

Type Code 0010
Roadway (Sta. 970+57.32 to Sta. 1132+40)(Contract No. 4824)

Clearing and Grubbing	All	Required		$ 80,000.00
Drainage Excavation, Unclassified	4,006.39	cu. yds.	$4.00	16,025.56
General Excavation, Unclassified	1,267,349.5	cu. yds.	.65	823,777.18
Short Overhaul	3,553,703	yd. sta.	.005	17,768.52
Long Overhaul	27,808	C-yd. sta.	.35	9,732.80
Finishing Roadbed and Slopes	All	Required		1,000.00
Rounding Cutbanks	20,774	lin. ft.	.10	2,077.40
18-inch Corrugated Metal Pipe	1,184	lin. ft.	4.00	4,736.00
24-inch Corrugated Metal Pipe	358	lin. ft.	6.00	2,148.00
36-inch Corrugated Metal Pipe, 10 Ga., Protected Invert	232	lin. ft.	14.00	3,248.00
36-inch Corrugated Metal Pipe, 8 Ga., Protected Invert	846	lin. ft.	17.50	14,805.00
48-inch Corrugated Metal Pipe, 10 Ga., Protected Invert	290	lin. ft.	25.00	7,250.00
48-inch Corrugated Metal Pipe, 8 Ga., Protected Invert	348	lin. ft.	28.00	9,744.00
84-inch Corrugated Metal Pipe	258	lin. ft.	50.00	12,900.00
36-inch Elliptical Inlets, Protected Invert	4	only	120.00	480.00
48-inch Elliptical Inlets, Protected Invert	2	only	300.00	600.00
Class "A" Concrete	372.02	cu. yds.	60.00	22,321.20
Metal Reinforcement	75,939.3	lbs.	.15	11,390.90
Type 1 Fence	2,084	rods	3.00	6,252.00

Approved Price Agreements, Extra Work Orders and State Force Orders

PA #1	18" Concrete Pipe, Furnish & Place	33	lin. ft.	3.35	110.55
PA #2	12" Corr.Metal Pipe, 16 Ga.,Uncoated	300	lin. ft.	2.50	750.00
PA #2	1½-inch Galvanized Pipe	300	lin. ft.	.60	180.00
PA #3	6-inch Perforated Metal Drain Pipe	660	lin. ft.	1.75	1,155.00
PA #3	Special Backfill in Drains	95	cu. yds.	5.00	475.00
PA #5	Cement Adjustment (Favor of Contr.)	11.75	bbl.	5.60	65.80

EWO #1	Flagging (57½% of Contractor's Cost)	All Required	2,243.71
SFO 285	Eastern Oregon Electric Coop. Assn.	All Required	1,792.20
SFO 285	Bonneville Power Administration	All Required	27,748.99
		Subtotal	$1,080,777.81
		Engr. & Cont.	31,401.64
		Total	$1,112,179.45

Length of Roadway.	3.065 miles
Cost of Roadway per mile	$362,864.42

Federal Funds.	$1,027,542.00
State Funds.	84,637.45
	$1,112,179.45

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939.

State Funds for Maint.: Chap. 529, laws, 1939

EMIGRANT HILL-DEADMAN PASS SECTION

Project No. I-62(10)

Work Done by the Bonneville Power Administration

Labor	$ 17,047.54
Materials	8,433.12
Equipment	3,665.40
Less Salvage (Credit)	1,397.07
	$ 27,748.99

Work Done by the Eastern Oregon Electric Coop. Association

Labor	$ 1,039.73
Material	733.55
Equipment	332.20
Less Salvage (Credit)	313.28
	$ 1,792.20

RECEIVED
APR 24 1958
FOR FILING
I-62

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 23, 1958

~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)	
4824	16 p. f.	Rogers Construction Inc.	
~~(VOUCHER NO.)~~	(WARRANT NO.)	(AMOUNT)	(DATE)
8710	H210346	$ 2540	4-23-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeweske
ACCOUNTING DIVISION

Specified completion date: 180 workdays from 11-2-56

Time Extensions: None

Completion Date: Dec. 24, 1957

Date Accepted: Mar. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Apr. 23, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 23 1958
GKW.

NOTED ON CARD

RECEIVED
APR [illegible] 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 4, 1958

(CONTRACT NO.) I-6200 (EST. NO.) (CONTRACTOR)
4824 4824 15 Final Rogers Construction, Inc.
(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)
6942 H 208635 $31,402.90 4/3/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion date: **180 workdays from 11-2-56**

Time Extensions: **None**

Completion Date: **Dec. 24, 1957**

Date Accepted: **Mar. 27, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Apr. 4, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR - 4 1958
GRW.

NOTED ON CARD
OM.

RECEIVED
MAR 7 - 1958
FOR FILING

[illegible]

4824

Mar. 6, 1958

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 4824, for grading on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County was completed by the contractor, Rogers Construction, Inc., on Dec. 24, 1957, but has not as yet been accepted by the Commission.

Final payment in the amount of $31,402.20 will be released to the contractor after acceptance by the Commission. The total contract amount is $1,051,903.04, of which amount $2,243.71 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 7 - 1958
FOR FILING

I-(2[illegible])

45-4

Feb. 6, 1958

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attention: Sheridan J. McCarthy

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc., in connection with Contract No. 4824, for grading on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County. This payment, in the amount of $20,180.42, will be released to the contractor on or after Feb. 17, 1958. The retained percentage is $31,592.81.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 24, 1958

Section Emigrant Hill-Deadman Pass

Kind of work Grading

Highway Old Oregon Trail County Umatilla

Section prefix 30-1056

Contractor Rogers Construction Inc.

Contract number 4824

Date of contract October 23, 1956

Specified work days 180 Begin Nov. 2, 1956

Date work started October 23, 1956

Work days used 156

Project authorization . . . . . $ 1,200,335.63

Exclusive of engineering . . . . $ 1,114,978.43

Per cent of time elapsed 86.7 %

Estimated cost of completed project, exclusive of engineering . . . . $ 1,066,916.83

Estimated per cent ~~overrun or~~ underrun . . . . 4.3 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 85,357.20

Engineering cost to date $ 35,592.32, 41.7 %

Date project was completed December 24, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-final Estimate for this section was completed and delivered to the La Grande Division Office on Friday January 24, 1958.

This will be the final report on this section unless there happens to be some additional re-checking on this section at a later date.

CONSTRUCTION DIVISION
RECEIVED
[illegible]
NOTED

Noted
[illegible]

Signed Resident Engineer

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.06				
Miles partially completed					
Miles completed	3.06				
Total estimated quantities (contract)	1,290,000 CY				
Total quantities corrected to date	1,267,349.5 C.Y.				
Estimated quantities moved or placed to date	1,267,349.5 C.Y.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy-hi-fog		
Tuesday	Pt. fair		
Wednesday	Fair-cool		
Thursday	Cloudy-windy		
Friday	Cloudy		
Saturday			

RECEIVED
JAN 23 1958
FOR FILING
[illegible]
4824

Jan. 22, 1958

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attention: Sheridan J. McCarthy

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction, Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4824, for grading on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County.

This payment, in the amount of $54,409.66, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $30,937.74. The present payment will be released on or after Feb. 1, 1958.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pullett, Fisher & Carle, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

file

RECEIVED
JAN 20 1958
FOR FILING

[illegible]

08-35

407

January 16, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning, without approval, order for State Force Work No. 269 for constructing a cattle guard on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County, Oregon Federal Aid Project No. I-62(10), Contract No. 4824.

You note that the above project was completed December 24, 1957. It is our feeling that the work should be accomplished by Order for Extra Work to be performed by the contractor. We therefore recommend the order be submitted under FAP Project I-62(12). This project is to be constructed in the coming construction season when the contractor should have competent workmen on the project.

Very truly yours,

C. G. Polk
Division Engineer

By

E. H. Cowan
Acting Division Engineer

Encls.

Original to
Mr. Prahett

RECEIVED
JAN 8 - 1958
FOR FILING

I-62(10)

4824

January 7, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 3, 1958, returning without approval, Order for State Force Work No. 269 for constructing a cattle guard on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County, Oregon Federal Aid Project No. I-62(10), Contract No. 4824.

Approval of the work by State Forces was denied as your "feeling that on projects of this type this work should be done by the contractor", and that you would await the submission of Order for Extra Work to be performed by the contractor.

The contract was completed December 24, 1957, and the contractor is no longer available for this work. An Order for Extra Work cannot be submitted at this late date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:bb

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

January 3, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your request of November 29, 1957 for consideration and approval of constructing a cattle guard by State Force Work Order No. 269 on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County, Oregon Federal-aid Project No. I-62(10).

The Order is returned herewith without approval as it is our feeling that on projects of this type this work should be done by the contractor. We will await your submission of Order for Extra Work to be performed on force account basis by the contractor.

Very truly yours,

C. G. POLK
Division Engineer

Encls.

Completed 12/23/57

RECEIVED
JAN 6 - 1958
FOR FILING

I-62(10)

4824

January 3, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 24, 1957, on Contract No. 4824, Emigrant Hill-Deadmans Pass Section in Umatilla County, in connection with Federal Aid Project No. I-62(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DRP:cc Clarence G. Swenson

RECEIVED
DEC 3 1957
FOR FILING
[illegible]

4824

November 29, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 269 covering construction of a cattle guard on the Emigrant Hill–Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County, Contract No. 4824, in connection with Federal Aid Project No. I-82(10).

This cattle guard is necessary to restrain stock from trespass on the highway. The approach is used by others, being in the Indian Reservation area, and a gate impractical. The contractor is not equipped to do the work at this time, when it must be done. The state has forces available. Your approval of this order on force account basis using state forces is requested.

The total amount of this order is $390 with federal participation of $390.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

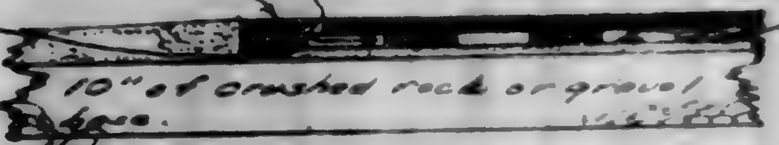
Encl.

CONSTRU
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

[illegible] Hill-Deadmans Pass Highway Old Oregon Trail County Umatilla Prefix
Engr. J. H. Walker Overall Length of Project 3.06 Miles. West Sta. 970+57.32 to East Sta. 1132+40 Date [illegible]

TYPICAL SECTIONS Traffic Classification - V-H

Main Roadway, "A", "B", "C", "D", "E", & "F" from 1093+35-1094+55

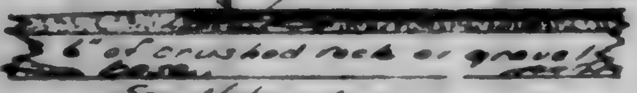


2" of top course A.C.
2" of bottom course A.C.
~~4"~~ 2" of ¾"-0 level course
Binder course ¾"-0 cover
10" of crushed rock or gravel base.

Note: Subgrade consists of native dice rock. Lab. #416297 is a representative sample.

[illegible] base design is considered ample for frost penetration in this area.

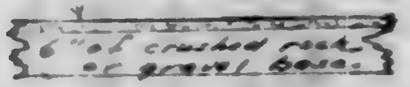
"F" Line from 1094+55-1140+00



1¼" of Oil oil mat.
1½" of ¾"-0 level course.
6" of crushed rock or gravel base.

See Note above.

* Service Road



1½" of ¾"-0
6" of crushed rock or gravel base.

* Relocation of existing Ranch Road. (Sta. 1021+38)

Required Base & Wear		Designed Base	Wear
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
			[illegible]
15			15
"F" Line from 1094+55-1140+00			
			1¼ 1½ 6
Service Road			
			1½ 6
			[illegible]

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	[illegible]
[illegible], adj. Rt. Sta. 1042, Old Oregon Trail Hwy. (State owned.)	416297	2.75	Rock	—	—	—	25.4	— —	Deposits 22	[illegible]	[illegible]

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by G. L. Decker
Staff Assistant [redacted]

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by Floyd [illegible]
Deputy State Highway [illegible]

Form PR 9 (Revised 1950)

State Oregon

Project No. I-62(10)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of May, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of July, 1956, a program, which was approved on the 29th day of August, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 10th day of September, 1956, and the sum of one million, eighty one thousand, and 00/100 dollars ($ 1,081,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

Article II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 970+57.32 and 1132+40, southeast of Pendleton,

, length 3.065 miles, in Umatilla County,

being Oregon project No. I-62(10), consisting of 3.065 miles of

roadway and no bridges, e[illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

10—11379-4

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one million, eighty one thousand, and 00/100 dollars ($ 1,081,000.00), which does not exceed the authorized Federal pro rata share of one million, one hundred seventy thousand, five hundred fifty four and 00/100 dollars ($ 1,170,554.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Officer or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Robert W Sawyer
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By Polk
District ~~Division~~ Engineer,
Bureau of Public Roads.

May 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Emigrant Hill-Deadmans Pass Section, Project No. I-62(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]C:ia

April 12, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Emigrant Hill-Deadmans Pass Section, Project No. I-62(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MC:ia

Oregon State Highway Department

Federal Aid
Project No. I-62(10)

EMIGRANT HILL-DEADMANS PASS SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Based on low bid prices.)

Salem, Oregon, April 12, 1957

Type Code 0010
Roadway (Sta. 970+57.32 to Sta. 1132+40)(Contract No. 4824)

All Required	Clearing and Grubbing	$	$ 80,000.00
2,000 cu. yds.	Drainage Excavation, Unclassified	4.00	8,000.00
1,290,000 cu. yds.	General Excavation, Unclassified	0.65	838,500.00
3,400,000 yd. sta.	Short Overhaul	0.005	17,000.00
21,000 C-yd.sta.	Long Overhaul	0.35	7,350.00
All Required	Finishing Roadbed and Slopes		1,000.00
20,000 lin. ft.	Rounding Cutbanks	0.10	2,000.00
1,250 lin. ft.	18-inch Corrugated Metal Pipe	4.00	5,000.00
330 lin. ft.	24-inch Corrugated Metal Pipe	6.00	1,980.00
230 lin. ft.	36-inch Corrugated Metal Pipe, 10 Ga., Protected Invert	14.00	3,220.00
900 lin. ft.	36-inch Corrugated Metal Pipe, 8 Ga., Protected Invert	17.50	15,750.00
300 lin. ft.	48-inch Corrugated Metal Pipe, 10 Ga., Protected Invert	25.00	7,500.00
370 lin. ft.	48-inch Corrugated Metal Pipe, 8 Ga., Protected Invert	28.00	10,360.00
290 lin. ft.	84-inch Corrugated Metal Pipe	50.00	14,500.00
4 only	36-inch Elliptical Inlets, Protected Invert	120.00	480.00
2 only	48-inch Elliptical Inlets, Protected Invert	300.00	600.00
340 cu. yds.	Class "A" Concrete	60.00	20,400.00
68,000 lbs.	Metal Reinforcement	0.15	10,200.00
2,300 rods	Type 1 Fence	3.00	6,900.00
			$1,050,740.00
All Required	Work Performed by Bonneville Power Admin.		13,400.00
		Subtotal	$1,064,140.00
		10% Engr. & Cont.	106,414.00
		Total	$1,170,554.00

Length of Roadway 3.065 Miles
Cost of Roadway Per Mi. $381,909.95

Federal Funds..	$1,081,000.00
State Funds..	89,554.00
	$1,170,554.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1929.
State Funds for Maint.: Chap. 529, Laws 1929.

Oregon State Highway Department

Federal Aid
Project No. I-62(10)

EMIGRANT HILL-DEADMANS PASS SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Based on low bid prices.)

Salem, Oregon, September 7, 1956

Type Code 0010
Roadway (Sta. 970+57.32 to Sta. 1132+40)

All Required	Clearing and Grubbing		$30,000.00
2,000 cu. yds.	Drainage Excavation, Unclassified	$3.00	6,000.00
1,290,000 cu. yds.	General Excavation, Unclassified	0.75	967,500.00
3,400,000 yd. sta.	Short Overhaul	0.015	51,000.00
21,000 C-yd. sta.	Long Overhaul	0.40	8,400.00
All Required	Finishing Roadbed and Slopes		3,750.00
20,000 lin. ft.	Rounding Cutbanks	0.20	4,000.00
1,250 lin. ft.	18 Inch Corrugated Metal Pipe	4.25	5,312.50
330 lin. ft.	24 Inch Corrugated Metal Pipe	6.50	2,145.00
230 lin. ft.	36 Inch Corrugated Metal Pipe, 10 Gage, Protected Invert	15.00	3,450.00
900 lin. ft.	36 Inch Corrugated Metal Pipe, 8 Gage, Protected Invert	17.50	15,750.00
300 lin. ft.	48 Inch Corrugated Metal Pipe, 10 Gage, Protected Invert	22.50	6,750.00
370 lin. ft.	48 Inch Corrugated Metal Pipe, 8 Gage, Protected Invert	25.00	9,250.00
290 lin. ft.	84 Inch Corrugated Metal Pipe	55.00	15,950.00
4 only	36 Inch Elliptical Inlets, Protected Invert	100.00	400.00
2 only	48 Inch Elliptical Inlets, Protected Invert	125.00	250.00
340 cu. yds.	Class "A" Concrete	55.00	18,700.00
68,000 lbs.	Metal Reinforcement	0.14	9,520.00
2,300 rods	Type 1 Fence	3.50	8,050.00
	Subtotal		$1,166,177.50
	10% Engr. & Cont.		116,617.75
	Total		$1,282,795.25

Length of Roadway 3.065 Mile
Cost of Roadway per Mile $418,530.27

Federal Funds -	$1,180,000.00
State Funds -	102,795.25
	$1,282,795.25

A

RECEIVED
APR 11 1957
FOR FILING
I-62(10)
4824

April 9, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering state share of flagging costs on the Emigrant Hill, Deadman Pass Section of the Old Oregon Trail Highway in Umatilla County, Contract No. 4824, in connection with Federal Aid Project No. I-62(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DGP:cr.

RECEIVED
MAR 2[illegible] 1957

FOR FILING
I-62(10)

4824

March 27, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are sketches showing the necessary revision of poles and lines at Stations 998+50 and 1125+60 on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County, Contract No. 4824, Oregon Project No. I-62(10), requested in your letter of March 25, 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:GF
Encl.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

#4828

08-35

March 25, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to State Force Work No. 285 covering adjusting Eastern Oregon Cooperative Association power lines on the Emigrant Hill-Deadman Pass Section of the Old Oregon Trail Highway in Umatilla County, Federal Aid Project No. I-62(10). We have checked the plan and do not find any poles shown at Station 998+50. At Station 1125+60 on Sheet 8 of the plan the two poles are shown. In your Order for State Force Work you mention previous sketches previously submitted which would possibly show in detail the existing poles and the proposed location of the new poles.

Please submit these sketches for our information. Our decision will await these submissions.

Very truly yours,

CGPolk
C. G. Polk
District Engineer

Probert

RECEIVED
MAR 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAR 21 1957
FOR FILING

I-62 [illegible]

4824

March 20, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering adjusting Eastern Oregon Cooperative Association's power lines on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County, Contract No. 4824, in connection with Federal Aid Project No. I-62(10).

This work is necessary to move and adjust power lines for new construction, work to be done by the Eastern Oregon Cooperative Association. The power lines now occupy private property and it is the obligation of the state to reimburse the utility for moving and adjusting its lines at Stations 990+50 and 1125+60, as established by letter of October 30, 1956, copies of which are attached together with estimate of the utility.

Reimbursement is to be made under provisions of G.A.M. 300.

This work was done between December 21, 1956 and February 15, 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DH Pcar

RECEIVED
JAN 4 - 1957

FOR FILING

-12 1.0)

4824

December 28, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

In response to your recent letter concerning the interchange between the new and old Oregon Trail Highways on the Emigrant Hill-Deadman's Pass Section, we find that the 13'x13' concrete box has been constructed.

The Traffic Engineering Division has been requested to re-examine their traffic predictions at this interchange with a more realistic view looking toward the fact that this is Indian reservation lands and probably not subject to the development which would be normal in open lands. We are attaching a print showing these predictions which indicates that the 13'x13' box will amply serve.

Very truly yours,

W. C. Williams
State Highway Engineer

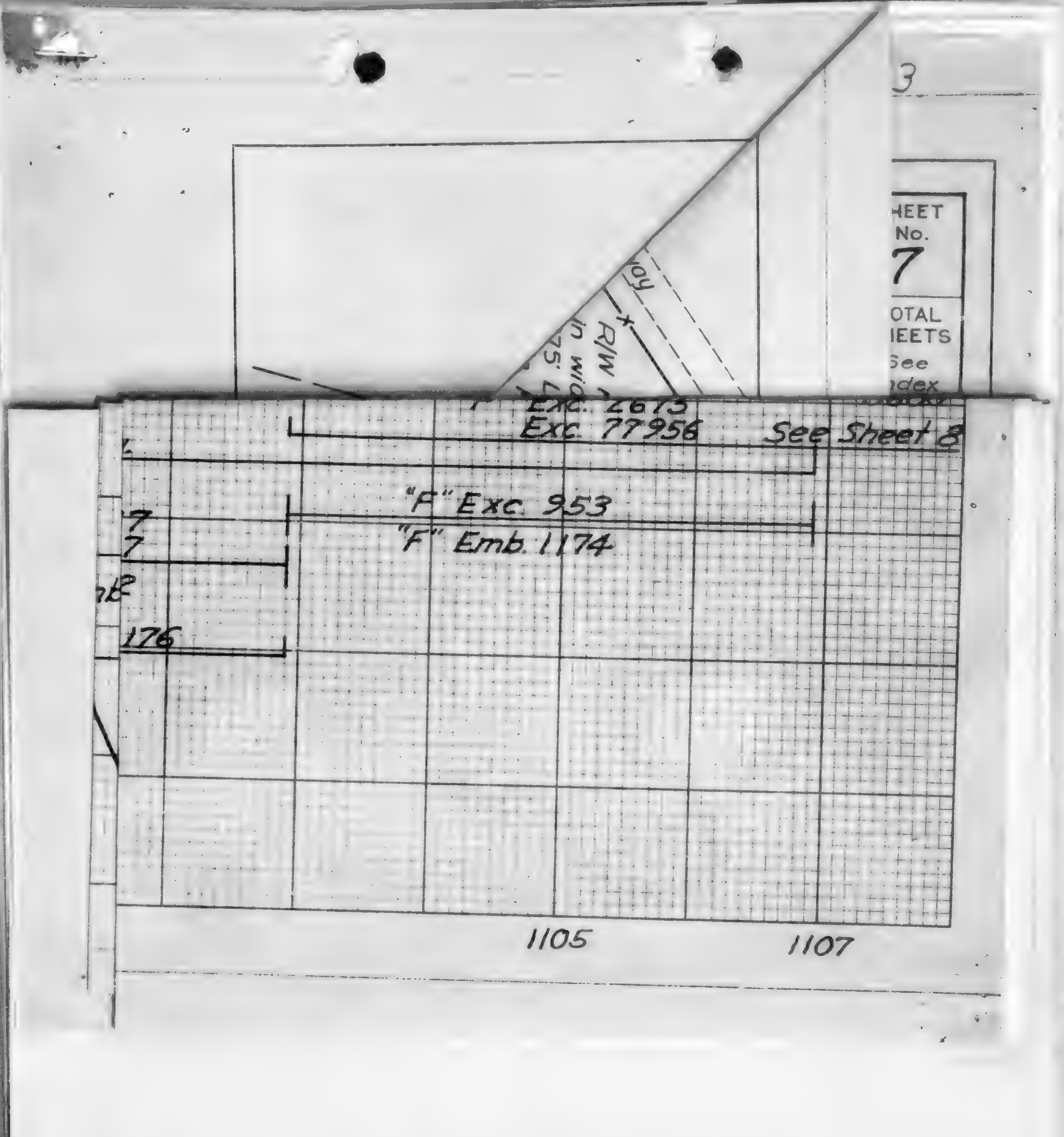
By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. S. H. Probert

TE:ar fn


3
SHEET
No.
7
TOTAL
SHEETS
See
Index
R/W
in wid
75'
Exc. 2615
Exc. 77956
See Sheet 8
"F" Exc. 953
"F" Emb. 1174
7
7
176
1105
1107

FORM E-90X—90M—11-55—90225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19th, 1956

SUBJECT: Deadman's Pass Interchange

To: Mr. F. B. Crandall
Traffic Engineer
Office

The three pages of copy on the Deadman's Pass Interchange still will not get us off the hook with the Bureau.

I attach hereto a sketch of the interchange on which I would like shown your lowest possible estimate of traffic.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: Forrest Cooper

NOTED
FORREST COOPER

FORM 230—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1956

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I return herewith the correspondence concerning the 13x13 box culvert at the Diamond Intersection of the Old Oregon Trail with the new line on the Emigrant Hill-Deadmans Pass Section. The 13x13 box culvert is complete. I have discussed with Mr. Polk the probability that the DHV is extremely high. The Traffic Department will re-examine the traffic forecast and provide you with the revised forecast.

Tom Edwards
Construction Engineer

TE:of

Encls.

RECEIVED
DEC 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

1021+38

The [illegible] at [illegible] [illegible] access to the [illegible] on the [illegible]. It is also used [illegible] Old Oregon Trail Hwy [illegible] road. by the Utilities Company as a [illegible] road.

1093+93

Base cost of [illegible] structure through which the full pavement width [illegible] be carried would be approximately $50,000 as compared with $20,000 for the 12'x 13' Box planned [illegible] the diamond interchange at the Old Oregon Trail intersection — Sta. 1093+93.

Traffic Department figure confirm a DHV of 7 thru this structure. Their latest count showing an ADT - 2 way of 60 cars and DHV equals 11%.

RECEIVED
NOV 26 1956
FOR FILING
I-62 ([illegible])

4524

Salem, Oregon
November 21, 1956

Emigrant Hill-Deadmans Pass
Project I-62 (10)

Mr. Tom Edwards
Construction Engineer

I am attaching a copy of a letter from C. G. Polk, District Engineer of the Bureau of Public Roads, (their file 08-35), dated November 15, 1956, which refers to the size of the structures for the County or Indian Service Roads on the Emigrant Hill-Deadmans Pass project.

Please review this matter in the light of traffic and cost and have something worked out to discuss after I return from Atlantic City, December 3.

While I do not have the arithmetic at hand, I am surprised at the DHV of 7, as I believe when we were discussing this matter it was our thought that the ADT would not exceed 10. The difference in cost between a 13x13 box-culvert-type structure and a bridge that will allow for a 24-foot clearance is substantial, and, as there is practically no one living in the area, it would hardly seem that the higher-type construction would be justified. However, please assemble the necessary data, and, if you wish, discuss it with Mr. Polk to see whether the matter can be resolved.

Please report to me when I return.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Enclosure

cc Mr. C. G. Polk

Copy sent to SHP.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 15, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The following comments on the P. S. and E. assembly for the Emigrant Hill-Deadmans Pass, Project I-62(10), have been received from our Washington office and are quoted below for your information:

> "We appreciate the State's desire for economy, yet we find it difficult to rationalize the provision of a 13' x 13' box culvert as a grade separation structure in the diamond interchange at the Old Oregon Trail intersection. While a 2-way DHV of about 7 would meet with little delay at the one-way opening, it is our thought that the pavement width of a 2-lane public highway should be carried through an undercrossing with reasonable side clearances for safety reasons. In this case the approach pavement is 20 feet. We believe an opening of 24 feet would be justified.
>
> The above may also apply to the 13' x 13' cattle pass and public road underpass at Station 1102+66 if similar conditions prevail. We would interpose no objections to a 13' x 13' cattle pass or machinery pass but question such restrictive clearances on public roads."

It appears the station mentioned for the cattle pass is in error and should have been station 1021+38 instead of station 1102+66. It may be that the access road at station 1021+38 is a private road and not a public road in which case the 13' x 13' structure would be adequate.

Please advise of the possibilities for correcting the deficiency mentioned.

Very truly yours,

C. G. POLK
District Engineer

By E. H. Cowan
E. H. COWAN
Principal Highway Engineer

copy sent to SHP

RECEIVED
NOV 16 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 15, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The following comments on the P. S. and E. assembly for the Emigrant Hill-Deadmans Pass, Project I-62(10), have been received from our Washington office and are quoted below for your information:

> "We appreciate the State's desire for economy, yet we find it difficult to rationalize the provision of a 13' x 13' box culvert as a grade separation structure in the diamond interchange at the Old Oregon Trail intersection. While a 2-way DHV of about 7 would meet with little delay at the one-way opening, it is our thought that the pavement width of a 2-lane public highway should be carried through an undercrossing with reasonable side clearances for safety reasons. In this case the approach pavement is 20 feet. We believe an opening of 24 feet would be justified.
>
> The above may also apply to the 13' x 13' cattle pass and public road underpass at Station 1102+66 if similar conditions prevail. We would interpose no objections to a 13' x 13' cattle pass or machinery pass but question such restrictive clearances on public roads."

It appears the station mentioned for the cattle pass is in error and should have been station 1021+38 instead of station 1102+66. It may be that the access road at station 1021+38 is a private road and not a public road in which case the 13' x 13' structure would be adequate.

Please advise of the possibilities for correcting the deficiency mentioned.

Very truly yours,

C. G. POLK
District Engineer

By E. H. Cowan
E. H. COWAN
Principal Highway Engineer

copy sent to SHP

RECEIVED
NOV 16 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
JUN 27 1957
FOR FILING

I-12 A)

4827

OR-17595

Salem, Oregon
November 16, 1956

Agenda Item 1-B-9

File 25780 - Bonneville Power Administration
Emigrant Hill-Deadmans Pass Sec.
Old Oregon Trail Highway

Mr. R. L. Porter
Right of Way Engineer
Office

Attached hereto for further handling are three fully executed copies of a Trust Agreement with Bonneville Power Administration covering rearrangement of a Bonneville transmission line made necessary by construction of Emigrant Hill-Deadmans Pass Section of Old Oregon Trail Highway in Umatilla County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files.

Secretary

rn
Attach: 3

REFERRED TO
BY SECRETARY

RECEIVED
JUN 27 1957
FOR FILING

I-6 B
4827

800-17595

Salem, Oregon
November 16, 1956

Agenda Item 1-B-9

File 25780 - Bonneville Power Administration
Emigrant Hill-Deadmans Pass Sec.
Old Oregon Trail Highway

Mr. R. L. Porter
Right of Way Engineer
Office

Attached hereto for further handling are three fully executed copies of a Trust Agreement with Bonneville Power Administration covering rearrangement of a Bonneville transmission line made necessary by construction of Emigrant Hill-Deadmans Pass Section of Old Oregon Trail Highway in Umatilla County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files.

Secretary

rn
Attach: 3

REFERRED TO
BY SECRETARY

[illegible] 11/1

FORM 830—12½M—9-55—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
NOV 8 1956

1-B-9

1B-9

Salem, Oregon
October 18, 1956

SUBJECT: AGENDA ITEM FOR NOVEMBER 8-9 MEETING
File 25780 - Bonneville Power Administration
Emigrant Hill-Deadmans Pass Sect.
Old Oregon Trail Highway

To: Mr. H. B. Glaisyer
Secretary
OFFICE

L

Please place on the next agenda the matter of entering into a trust agreement with the Bonneville Power Administrator and making an advance deposit of $13,400. which is the estimated cost of re-arranging a Bonneville transmission line made necessary by the new construction on this section.

In case the Highway Commission approves this matter, there are enclosed herewith four copies of an agreement for their execution, and when completed, will you kindly return three copies to this office for further handling.

R. L. Porter
R. L. Porter
Right of Way Engineer

RLP:smj

Attach

Ⓐ

if approved sign 4 copies

R.E.

A

RECEIVED
NOV 16 1956
FOR FILING

I 15 (10)

4824

November 15, 1956

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4824, which was awarded to you on November 2, 1956 by the State Highway Commission, covering the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 8 1956

FOR FILING
I 62 (10)

4824

November 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 23, 1956, on Contract No. 4824, Emigrant Hill-Deadman Pass Section, in Umatilla County, in connection with Federal Aid Project No. I-62 (10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmr

RECEIVED
OCT [illegible]1 1956
FOR FILING

X [illegible]

OREGON DISTRICT
[illegible]

4824

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

REFERRED TO
Cooper
By State Highway Engineer

08-35

October 23, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-62(10), Emigrant Hill-Deadman Pass Section of the Old Oregon Trail Highway, we hereby concur as of this date in award of Contract No. 4824 to Rogers Construction, Inc. of Portland, Oregon, low bidder in the amount of $1,050,740.00 at the September 27, 1956 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
OCT 24 1956
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Probert
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1956
FOR FILING

I-62 (1)

4824

October 23, 1956

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission on September 27, 1956, accepted your proposal for grading on Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway in Umatilla County for the sum of $1,050,740.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4824.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

sam

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

NOTED
J. Mc C.

RECEIVED
OCT 24 1956
FOR FILING
I-62 (10)

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired, otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 23, 1956
11:00 A. M.

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland 16, Oregon

Contract for grading Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail Highway, Umatilla County, for which you submitted low bid on September 27, 1956, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: C. W. Head
Accounting (5003-900)
Files ✓

StPsh

A

RECEIVED
OCT 24 1956
FOR FILING
[illegible]
4824

October 23, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Emigrant Hill-Deadmans Pass Section of the Old Oregon Trail in Umatilla County, Project I-62(10), to Rogers Construction, Inc., of Portland, Oregon, on the basis of the bid of $1,050,740 submitted on September 27, 1956.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:sch

RECEIVED
OCT 1 1956
FOR FILING

[illegible]
124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1956

SUBJECT: Bonneville Power Line Adjustment
Emigrant Hill-Deadman's Pass Section
Old Oregon Trail Highway
R/W File No. 25780

To: Mr. J. W. DeSouza
Assistant Counsel
Office

Reference is made to your letter of October 1 in which you forwarded a copy of the Bonneville Power Administration's letter of September 26 asking for approval of their plan to revise 1,400 feet of their line at an estimated cost of $13,400 in order to clear the construction work which is imminent in this section. I recommend that the Bonneville Power Company's plan and estimate of cost be accepted inasmuch as we have no other source of information regarding this highly specialized work.

Contrary to your letter, I believe it would be better if all correspondence and negotiations towards the moving of this line be carried on by your office.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper ✓

RECEIVED
OCT 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 195
FOR FILING
FORM E-80X—37,900—2-55—62987

I-62 (M)

11-2-4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 1, 1956

SUBJECT: File No. 25780
Bonneville Power Line Adjustment
Emigrant Hill-Deadmans Pass Section
Old Oregon Trail Highway
Umatilla County

To: Mr. L. H. Young
Assistant Construction Engineer
Office

Herewith I hand you duplicated copy of letter from Bonnville Power Administration dated September 26, relative to the moving of transmission lines on the above titled project.

It will be appreciated if you will advise Bonneville Power Administration regarding the statement of work to be done and the estimated cost. Please send me a copy of the communication for our file.

It is anticipated that if the matters concerned are satisfactory and a trust agreement prepared in accordance therewith, it will be sent to this office for approval as to form.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper ✓
Mr. A. F. Parson
Mr. J. H. Walker
Bonneville Power Administration

RECEIVED
OCT 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

September 26, 1956

Subject: Pendleton-LaGrande Line

Your Ref: File No. 25780
Emigrant Hill-Deadmans Pass Section
Old Oregon Trail Highway

Oregon State Highway Department
Salem, Oregon

Attn: Mr. J. W. DeSouza
Assistant Counsel

Gentlemen:

This will acknowledge your letter of September 18, 1956 concerning relocation of the Administration's transmission line facilities to accommodate highway construction on the subject project.

This letter will confirm Mr. M. W. Belsher's telephone conversation with Mr. D. J. Barber of your office in which he stated that approximately 1400 feet of our line will have to be relocated, entailing the replacement of three tangent suspension structures with two dead end type and one angle suspension structures at an estimated cost of $13,400.

It will be appreciated if you will advise us whether or not this estimate is satisfactory. In the meantime, we will have the trust agreement prepared so it will be ready to forward to the State for execution if the estimate is approved. It will further expedite matters if you will forward the voucher for execution by the Administration at the time you give us your approval.

After the relocation work is completed and the trust agreement settled, the usual form of permit will be issued to the State of Oregon for the highway crossing.

Very truly yours,

John V Mulcahy

John V. Mulcahy
Asst. to the Chief Engineer
Land and Right of Way

FORM E-129X 26M 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
FOR FILING

Adm
Permits
Const - Power Line

September 18, 1956

File No. 25780
Bonneville Power Line Adjustment
Emigrant Hill-Deadmans Pass Section
Old Oregon Trail Highway
Umatilla County

Bonneville Power Administration
1001 N. E. Lloyd Boulevard
Portland, Oregon

Gentlemen:

The above titled project is scheduled for letting on September 27, 1956, and I am advised that your power line crosses the centerline of the proposed project near highway engineer station 1048, and that it will be necessary to readjust the location of two of your transmission towers. Details of the change can be secured from J. H. Walker, Resident Engineer for this department with headquarters in Pendleton, Oregon.

It is requested that you proceed with the necessary revisions with the understanding that the Highway Commission will compensate you for the necessary cost in the usual manner applicable to past similar work.

Very truly yours,

J. W. DE SOUZA
Assistant Counsel

JWD:ph

cc: Forrest Cooper ✓
L. H. Young
A. F. Parson
J. H. Walker

NOTED
[illegible] COOPER

RECEIVED
SEP 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-120 50M REVISED 2-52

RECEIVED
1956
FOR FILING
I-62 (10)
4824

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 27, 1956

Pacific Northwest Gas Pipeline Corporation
M & M Building
Houston, Texas

Re: Pacific Northwest Gas Pipeline Corporation Pipe Line Adjustment
Emigrant Hill-Deadmans Pass Section
Old Oregon Trail Highway
Umatilla County

Gentlemen:

The State Highway Commission is receiving bids for the construction of the above titled project and advice has been received that it will be necessary for you to make a revision of your pipeline at the crossing of the relocated highway at Station 1095+70.

This crossing was installed under Permit No. 4108, issued to you under date of December 22, 1955. Under the terms of the permit, it will be your obligation to accomplish this change at your expense and it is requested that you proceed with the work at as early a date as possible so as not to interfere with the operations of the State's contractor.

Further details regarding the relocation of your facilities may be secured from Mr. J. H. Walker, Resident Engineer for the Highway Commission, with headquarters at Pendleton, Oregon.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Fish Northwest Constructors, Inc.
907 First Security Bank Building
4th South & Main Street
Salt Lake City, Utah

Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. F. Parson
Mr. J. H. Walker
Mr. W. C. Crews

NOTED
FORREST COOPER

RECEIVED
OCT 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 50M REVISED [illegible]

RECEIVED
[illegible] 1956
FOR FILING
I-62 (10)
4824

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 18, 1956

File No. 25731
Salt Lake Pipe Line Company
Pipe Line Adjustment
Emigrant Hill-Deadmans Pass Section
Old Oregon Trail Highway
Umatilla County

Salt Lake Pipeline Company
P. O. Box 117
Salt Lake City, Utah

Gentlemen:

The above titled project is scheduled for letting on September 27, 1956, and advice has been received to the affect that your pipeline crosses the centerline of the relocated highway at or near engineer station 1093+40.

It appears that the installation of this crossing was made by you under Permit 3265 dated April 24, 1951, which permit obligates you to make such change as may be necessary for the repair, maintenance or reconstruction of the highway at your own expense. It therefore is requested that you proceed with this work as promptly as may be possible. Detailed information regarding the change necessary to be made can be secured from J. H. Walker, Resident Engineer for this department with headquarters at Pendleton, Oregon.

Very truly yours,

J. W. DE SOUZA
Assistant Counsel

JWD:ph

cc: Forrest Cooper ✓
L. H. Young
A. F. Parson
J. H. Walker
Permit 3265

NOTED
FORREST COOPER

RECEIVED
SEP 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

2

08-35

September 10, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-62(10), Emigrant-Deadman Pass Section of the Old Oregon Trail Highway.

This is to authorize your advertising for bids.

Federal participation for revising the power line of the Bonneville Power Administration is not shown in the estimate. It is assumed no Federal participation therein will be requested. ?

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
[illegible]
STATE [illegible]

NOTED
FORREST COOPER

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
AUG 26 1957
FOR FILING

I-62(in)

4824

VBH
8-16-56

Salem, Oregon
August 21, 1956

RW-18002

Application for Public Highways
Emigrant Hill-Deadman's Pass Sec.

Mr. E. F. Saling
Right of Way Dept.
Office

Attached hereto for further handling are four copies of an Application for Public Highway with the Dept. of Interior re widening (to a four-lane highway) of the Emigrant Hill-Deadman's Pass Section of the Old Oregon Trail Highway U.S. #30. These copies have been executed by the State Highway Commission and are now ready for the signature of the proper official of the Department of Interior.

A photo copy of the above application has been retained in this office.

Secretary

rn
Attach: 4

RECEIVED
JUL 19 1956
FOR FILING

I-2 (12)

4824

July 18, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

In connection with the programming of the Emigrant Hill-Deadmans Pass Section for 4-lane construction with an 8-foot median, we wish to offer the following justifications.

1. For the narrow median:

The project is in and through mountainous terrain as is made definitely evident by the facts (1) that the average per mile cost is $570,000, (2) that the excavation is almost entirely solid rock with an average of 380,000 cubic yards per mile, and (3) that in a total length of only three miles there are ten fills with center-line fill heights ranging between 60 feet and 120 feet.

2. For 4-lane construction at this time:

Construction of the second roadway through such extremely heavy solid rock cuts in close proximity to the first roadway and while the interstate traffic of ten years hence is being handled over the first roadway, would be so hazardous and so expensive as to be of decidedly less warrant than construction to full 4-lane width immediately even though somewhat in advance of 4-lane need.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

BHP:is

I-78(32) Fords Br.-Canyonville Unit, 1956
Myrtle Cr.-Canyonville Sec.,
#4825 Pacific Hwy.

I-78(32) Fords Br.-Canyonville Unit, 1956
Myrtle Cr.-Canyonville Sec.,
#4825 Pacific Hwy.

RECEIVED
FEB 19 1960
FOR FILING

I-78(22)

4825

A

February 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re Oregon Project I-5-2(5)100
Fords Bridge-Canyonville Unit,
Myrtle Creek-Canyonville Sec.
Pacific Highway, Douglas County
Contract No. 4825
08-35.8

Dear Sir:

On May 18, 1959, a semifinal voucher was sent for the above-mentioned project to claim all the Federal funds normally collected on a project of this kind and to keep the project open for the possible collection of a claim submitted by the contractor, Mr. C. R. O'Neil.

It has been determined from correspondence in the file that if the claim was paid as a result of a court case, the amount paid would be reimbursable; but, since the claim was settled out of court, the claim is nonparticipating.

It is requested that the semifinal voucher, which was prepared in final voucher form, take the place of the final voucher for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DAR:er

RECEIVED
JUN 26 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

June 23, 1959

I 71(3-2)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4825	19 P.F.	C. R. O'Neil	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15136	H248305	$7,800.00	6/23/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **160 workdays from November 9, 1956**

Time Extensions: **None of record**

Completion Date: **August 29, 1958**

Date Accepted: **October 23, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **June 23, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

NOTED ON CARD
gc

Warrant Mailed:
JUN 24 1959
gc

A

RECEIVED
JUN 16 1959
FOR FILING

I-78(32)

4825

June 15, 1959

Great American Insurance Company
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to C. R. O'Neil on contract #4825, for grading-paving the Fords Bridge-Canyonville Unit of Myrtle Creek-Canyonville Section of Pacific Highway in Douglas County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $743,524.19, including the post-final payment of $7,800.00. Of the total, $9,840.86 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Company
Bond Department
320 California Street
San Francisco 26, California

cc: Great American Insurance Company
Portland Service Office
407 Failing Building
Portland 4, Oregon

RECEIVED
MAY 27 1959
FOR FILING

[illegible]

4825

When replying, refer to:
08-35.8

408 State Highway Bldg.
Salem, Oregon

May 22, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-2(5)100
Fords Bridge-Canyonville Unit,
Myrtle Creek-Canyonville Section,
Pacific Highway, Douglas County
Contract No. 4825

Dear Sir:

Your May 6, 1959 letter requested an opinion of this office on the matter of Federal participation in a contractor's claim on the subject project if the contractor took his claim to court and obtained a judgment against the State.

It is our understanding that, where a contractor takes a claim to court and obtains a judgment against the State, the court has decided on the extent of the State's liability and we, as a partner to the contract, generally participate. We are sure that you realize that each case would have to be decided on its merits. However, Federal participation generally follows in the case of a court decision favorable to the contractor in situations of this nature.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
MAY 20 1959
FOR FILING

[illegible]

4125

May 18, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover three copies of semifinal voucher for Fords Bridge-Canyonville Section, Project No. I-5-2(5)100 in the amount of $45,926.00. This semifinal voucher is being submitted pending the outcome of a claim submitted by the contractor, Mr. C. R. O'Neil on Contract No. 4085.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DAR:lt

RECEIVED
MAY 8 - 1959

FOR FILING

I-78(32)

4825

May 6, 1959

Fords Br.-Canyonville Unit
Myrtle Cr.-Canyonville Sec.
Pacific Hwy., Douglas Co.
Project I-5-2(5)100, [I-78(32)]
Your File 08-35.8

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 14, 1959, by which you advised us that a claim by the contractor, C. R. O'Neil, is not considered as being eligible for federal aid. The basis of this claim was forwarded to you by Mr. Forrest Cooper on April 3, 1959.

In conformance with our verbal discussion as of this date, will you please advise us that should the contractor take this claim to court and be successful in obtaining judgment would the amount of the judgment be eligible for federal participation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

cc: L. I. Lindas
R. L. Porter

RECEIVED
MAY 13 1959
FOR FILING

[illegible]

4825

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1959

SUBJECT: Handling of Claims

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I have had discussions with Mr. R. L. Porter regarding settlement of claims presented by contractors. This issue has been activated by the settlement made with C. R. O'Neil by myself on the Fords Bridge-Canyonville Section of the Pacific Highway.

The contractor's claims were several, including a request for use of a different centerline in determination of quantities and claim for extra clearing costs occasioned by procedures and orders of the resident engineer. In examining the site on the ground I found that, had the resident engineer used ordinary prudence, he could have placed sufficient stakes in the ground to permit Mr. O'Neil to proceed with the construction of the frontal road without interference of traffic as directed. The resident engineer would not do this, stating that the timber had to be felled to permit complete closure of the centerline before he would place cross-section stakes. The contractor requested to cross haul material and was advised by the resident engineer in writing that payment would not be made for such cross haul. There were other extenuating circumstances, but these are the two major ones which resulted in an additional cost of clearing of some $7,800. All other claims were denied and the contractor signed a release from all other claims based on this settlement.

It is my considered opinion that we would lose this amount plus costs if the contractor elected to try the matter before the courts. I am convinced that the contractor is entitled to this amount or I would not have negotiated the settlement. The matter was presented to the Bureau and they have rejected participation in the settlement. I must, therefore, recommend that the claim be honored with non-participating funds.

NOTED

In order that we not again be placed in this position, I have established procedures whereby future claims will be discussed with the contractor only in the presence of Bureau personnel and, if possible, adjudicated with their concurrence. In the event local Bureau personnel will not concur in what appears to be an equitable adjudication of any claim, then we must advise the contractor of these facts with the matter then to be presented to the Commission to determine if they wish to adjudicate the cost with State funds or if they wish to advise the contractor to institute suit.

Tom Edwards
Construction Engineer

TE:jw

cc R. L. Porter

RECEIVED
MAY - 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1959
FOR FILING

When replying, refer to:
08-35.8
4825

April 14, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-2(5)100, Old I-78(32), Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section, Pacific Highway, Douglas County, Contract No. 4825

Dear Sir:

Reference is made to your letter dated April 3, 1959, relative to the eligibility for Federal participation in a claim by C. R. O'Neil, contractor for the subject project.

This claim is not considered eligible for Federal participation. It is based on a change in the sequence of operations ordered by the resident and not on a change in design.

Very truly yours,

C. G. Polk
Division Engineer

4-16-59
Edwards: Please advise

A

RECEIVED
[illegible] 6 - 1959
FOR FILING

I-78(32)

4825

April 3, 1959

Fords Br.-Canyonville Unit
Myrtle Cr.-Canyonville Sec.
Pacific Highway
Douglas County
Contract 4825, Proj. I-78(32)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Enclosed herewith is a copy of a letter from R. L. Porter to L. I. Lindas and a copy of Lindas' reply that has to do with a claim by contractor G. R. O'Neil on the above project.

Porter's letter more or less described the substance of this claim and our legal department has ruled that it is a legal obligation of the Highway Commission. Will you kindly consider this matter and advise us as to whether this claim will be eligible for federal aid. The matter can be settled on a negotiated basis for what is believed to be a reasonable figure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April [illegible], 1939

SUBJECT: Fords Bridge-Canyonville Unit
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County
Contract 4825, Project I-78(32)

To: Mr. [illegible] Porter
Office Engineer

Office

Reference is made to your letter of March 31, 1939 relating to a claim made by [illegible] O'Neil under contract No. 4625.

It is my opinion that the claim is legal.

Mr. O'Neil entered into a contract, the terms of which were later changed by our Resident Engineer. This change was a change of position for Mr. O'Neil and the law of contracts is to the effect that upon such a change of position Mr. O'Neil should be reimbursed.

L. I. LINDAS
Chief Counsel

LIN:bk

Salem, Oregon
March 31, 1959

Fords Bridge-Canyonville Unit
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County
Contract 4825, Project I-78(32)

Mr. L. I. Lindas
Chief Counsel
OFFICE

The contractor on the above project, C. R. O'Neil, has made claim for extra compensation on his contract in connection with the work between approximately stations 417 - 435.

You will note that on page 32 of the Special Provisions it is required that the contractor complete the construction of the "D" line before starting work on the main highway roadbed. On page 8 of the contract plans you will note that the excavation quantities are included in the main roadbed. No mention is made of embankment quantities but it is assumed that they would also be included with the main roadbed. We have therefore some conflict between the special provisions and the plans and under such circumstances Section 1.5.3, page 10 of the standard specifications is normally followed.

In order to resolve this problem on a practical basis the resident engineer required the contractor to clear the main highway roadbed between stations 417 - 435 before constructing the "D" line so that the area could be properly measured and staked and an area selected for material to use in the "D" line embankment. An area had to be chosen so that interferences to traffic could be kept to a minimum.

In clearing this area before traffic was moved to the "D" line required extra precautionary measures on the part of the contractor in that he could not fall trees on the existing highway and had to move the fallen material in an easterly and westerly direction before ~~trimming~~ burning or otherwise disposing thereof.

Because of the extra clearing costs the contractor has made claim for extra compensation. Will you please give us your opinion as to the legality of such claim.

R. L. Porter
Office Engineer

RLP:bb

RECEIVED
MAR - 1959

A

February 26, 1959

Fords Bridge - Canyonville
Contract No. 4825
I-78(32)

FINAL COST ANALYSIS
Grading
Contractor: C.R. O'Neil
Resident Engineer: C.C. Gall

NOTED
W. C. WILLIAMS

Pacific Highway
Prefix 10-1030-201(41)

4825

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	15,000.00	12,977.99	12,977.99	15,000.00
Drainage Excav., Unclass.	1,801.39	Cu. Yd.	3.00	2.72	4,896.57	5,404.17
General Excav., Unclass.	457,782.4	Cu. Yd.	0.66	0.67	306,604.53	302,136.38
Short Overhaul	1,412,633.5	Yd. Sta.	0.01	0.012	16,881.07	14,126.34
Long Overhaul	27,960	C-Yd. Sta.	0.40	0.42	11,913.12	11,184.00
Finishing R.B. & Slopes	100%	All	4,000.00	4,274.47	4,274.47	4,000.00
Rounding Cutbanks	3,373	Lin. Ft.	0.20	0.204	685.80	674.00
Excav. & Placing Top Soil	1,727	Cu. Yd.	1.00	1.24	2,147.98	1,727.00
12" Concrete Pipe	863	Lin. Ft.	1.75	1.58	1,363.26	4,510.25
18" Concrete Pipe	783	Lin. Ft.	3.25	3.32	2,607.03	2,544.75
14" Concrete Pipe	669	Lin. Ft.	4.00	4.25	2,838.66	2,676.00
18" Corr. Metal Pipe	650	Lin. Ft.	4.15	4.03	2,619.34	2,730.70
18" Metal End Sec., Coated	6	Each	38.00	31.60	189.64	228.00
*Class "A" Concrete	546.38	Cu. Yd.	57.00	57.00	31,143.66	31,143.66
*Metal Reinforcement	86,925	Lb.	0.14	0.14	12,169.50	12,169.50
*Concrete Catch Basin	11	Each	73.00	73.00	803.00	803.00
*Adj. of Catch Basin	2	Each	43.00	43.00	86.00	86.00
*Concrete Curbs & Gutters	405.05	Cu. Yd.	38.00	38.00	15,391.90	15,391.90
*Dowel Bars	342	Each	0.10	0.10	34.20	34.20
**Metal Gual Rail	10,729.5	Lin. Ft.	2.90	2.56	27,478.08	31,115.55
**Metal Sight Posts	126	Each	2.50	2.38	299.88	315.00
1-1/4 Electrical Conduit	130	Lin. Ft.	1.50	1.26	164.88	195.00

~~FINAL~~ COST ANALYSIS - Page 2

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***Coarse Cr. Mat'l in Base	47,810.5	Cu. Yd.	1.51	1.40	67,028.25	72,193.86
***3/4"-0 Mat'l in Base	8,450	Cu. Yd.	1.65	1.59	13,447.40	13,942.50
***Sprinkling	2,199.7	M-Gal.	2.00	2.39	5,261.13	4,399.40
***Preparation of Base	100%	All	1,250.00	1,889.48	1,889.48	1,250.00
***3/4"-0 Mat'l in Binder Course	822	Cu. Yd.	3.25	3.09	2,539.45	2,671.50
***RC-3 Asphalt in Binder	127.73	Ton	42.50	40.17	5,130.17	5,428.53
***Asph. Conc. Mix in Patching	112.85	Ton	12.00	5.79	654.12	1,354.20
***Asph. Conc. Mixture	16,108	Ton	3.10	3.20	51,628.44	49,934.80
***85-100 Asph. in Mixture	926.45	Ton	35.50	33.32	30,869.72	32,888.98
***RS-1 in Tack Coat	5	Ton	50.00	58.29	291.37	250.00
***Extra for Asph. Conc. Approaches	7	Each	25.00	8.68	60.66	175.00
***Furnish & Place Aggregates	2,212	Cu. Yd.	3.50	2.63	5,819.02	7,742.00
***RS-1 Asphalt	1.97	Ton	42.00	42.00	82.74	82.74
***Asph. Conc. Traffic Mixture	380	Lin. Ft.	1.00	0.55	210.00	380.00
**Type 2 Fence	750.9	Rods	4.50	3.89	2,926.68	3,379.05
**Type 3 Fence	808.1	Rods	11.50	9.05	7,315.48	9.293.15
PA#1 Extra Clearing	1.95	Acre	750.00	648.89	1,265.35	1,462.50
PA#2 - 6" Perf. Metal Dr. Pipe, Unctd.	277	Lin. Ft.	1.80	1.39	384.96	498.60
PA#2 Special Backfill in Drains	35	Cu. Yd.	5.00	4.74	165.92	175.00
PA#3 Cement adj. favor of State	82	Bbl.	4.7124	Cost in Class "A" Concrete		-386.42
PA#4 General Excav., Unclass.	69,210	Cu. Yd.	0.66	0.70	48,873.31	45,678.60
***PA#5 120-150 Asphalt	74.17	Ton	40.00	39.82	2,953.90	2,966.80
PA#6 Extra Clearing & Grubbing	0.3	Acre	750.00	648.90	194.67	225.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***PA#8 RS-1 Asphalt	44.02	Ton	42.00	41.91	1,844.69	1,848.84
PA#9 General Excav., Unclass.	11,527.2	Cu.Yd.	0.66	0.70	8,130.00	7,607.95
PA#9 Additional cost due to difficulty of operation	11,527.2	Cu.Yd.	0.12	0.128	1,478.18	1,383.26
***PA#10 Additional for Class "B" Asph. Concrete	98.57	Ton	3.57	Cost in Class "B" Concrete		351.89
***PA#11 200-300 Asphalt	87.74	Ton	40.00	39.79	3,490.76	3,509.60
Force Account					8,834.25	9,840.86
					$730,280.41	$735,724.19

	Gross Revenue	Total Cost	Net Profit	Net Loss	% Profit or Loss of Gross Revenue
C.R. O'Neil	$533,681.47	$536,429.80		$2,748.33	0.5%
Warren Northwest	202,042.72	193,850.61	$8,192.11		4%
	$735,724.19	$730,280.41	$5,443.78		0.7%

* Work done all or in part by Pacific Concrete Company
** Work done all or in part by Vern Hoaglin
*** Work done all or in part by Warren Northwest Company

WORK DONE BY C.R. O'NEIL

Contract No. 4825

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	15,000.00	12,977.99	12,977.99	15,000.00
Drainage Excav.	1,801.39	Cu.Yd.	3.00	2.72	4,896.57	5,404.17
General Excav., Unclass.	457,782.4	Cu.Yd.	0.66	0.67	306,604.53	302,136.38
Short Overhaul	1,412,633.5	Yd.Sta.	0.01	0.012	16,881.07	14,126.34
Long Overhaul	27,960	C-Yd.Sta.	0.40	0.42	11,913.12	11,184.00
Finishing R.B. & Slopes	100%	All	4,000.00	4,274.47	4,274.47	4,000.00
Rounding Cut Banks	3,373	Lin.Ft.	0.20	0.204	685.80	674.60
Excav. & Placing Top Soil	1,727	Cu.Yd.	1.00	1.24	2,147.98	1,727.00
12" Concrete Pipe	683	Lin.Ft.	1.75	1.58	1,363.26	1,510.25
18" Concrete Pipe	783	Lin.Ft.	3.25	3.32	2,607.03	2,544.75
24" Concrete Pipe	669	Lin.Ft.	4.00	4.25	2,838.66	2,676.00
18" Corr.Metal Pipe	658	Lin.Ft.	4.15	4.03	2,619.34	2,730.70
18", Metal End Sec. Coated	6	Each	38.00	31.60	189.64	228.00
*Class "A" Concrete	546.38	Cu.Yd.	57.00	57.00	31,143.66	31,143.66
*Metal Reinforcement	86,925	Lb.	0.14	0.14	12,169.50	12,169.50
*Concrete Catch Basins	11	Each	73.00	73.00	803.00	803.00
*Adj. Catch Basins	2	Each	43.00	43.00	86.00	86.00
*Conc. Curbs & Gutters	405.05	Cu.Yd.	38.00	38.00	15,391.90	15,391.90
*Dowel Bars	342	Each	0.10	0.10	34.20	34.20
**Metal Guard Rail	10,729.5	Lin.Ft.	2.90	2.56	27,478.08	31,115.55
**Metal Sight Posts	126	Each	2.50	2.38	299.88	315.00
Electrical Conduit	130	Lin.Ft.	1.50	1.26	164.88	195.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Sprinkling	56.5	M-Gal.	2.00	2.28	128.89	113.00
**Type 2 Fence	750.9	Rod	4.50	3.98	2,926.68	3,379.05
Type 3 Fence	808.1	Rod	11.50	9.05	7,315.48	9,293.15
PA#1 Extra Clearing	1.95	Acre	750.00	648.89	1,265.35	1,462.50
PA#2 Perf.M.Dr.Pipe, Unct.	277	Lin.Ft.	1.80	1.39	384.96	498.60
PA#2 Spec.Backfill in Drains	35	Cu.Yd.	5.00	4.74	165.92	175.00
PA#3 Cement adj.favor of State	82	Bbl	4.7124	Cost in Class "A" Concrete		-386.42
PA#4 Gen.Excav., Unclass.	69,210	Cu.Yd.	0.66	0.70	48,886.28	45,678.60
PA#6 Extra Clearing & Grubbing	.3	Acre	750.00	648.90	194.67	225.00
PA#9 Gen.Excav., Unclass.	11,527.2	Cu.Yd.	0.66	0.70	8,130.00	7,607.95
PA#9 Additional cost due to difficulty of operation	11,527.2	Cu.Yd.	0.12	0.128	1,478.18	1,383.26
Force Account					8,056.00	9,055.78
					$536,429.80	$533,681.47

Contract No. 4825 (1) WORK DONE BY WARREN NORTHWEST CO.

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Crush Mat'l in Base	47,384.5	Cu. Yd.	1.51	1.40	66,384.99	71,550.60
*Coarse Crush Mat'l in Base	426	Cu. Yd.	1.51	1.51	643.26	643.26
3/4"-0 Mat'l in Base	8,303	Cu. Yd.	1.65	1.59	13,204.85	13,699.95
*3/4"-0 Mat'l in Base	147	Cu. Yd.	1.65	1.65	242.55	242.55
Sprinkling	2,143.2	M-Gal.	2.00	2.39	5,132.24	4,286.40
Preparation of Base	100%	All	1,250.00	1,889.48	1,889.48	1,250.00
3/4"-0 Mat'l in Binder Course	822	Cu. Yd.	3.25	3.09	2,539.45	2,671.50
RC-3 Asph. in Binder	127.73	Ton	42.50	40.17	5,130.17	5,428.53
Asph. Conc. Mixture in Patching	112.85	Ton	12.00	5.79	654.12	1,354.20
Asph. Conc. Mixture	16,102.8	Ton	3.10	3.20	51,612.32	49,918.68
*Asph. Conc. Mixture	5.2	Ton	3.10	3.10	16.12	16.12
85-100 Asph. in Mixture	926.48	Ton	35.50	33.32	30,870.78	32,890.04
**85-100 Asph. in Mixture	-.03	Ton	35.50	35.50	-1.06	-1.06
RS-1 Asph. in Tackcoat	5	Ton	50.00	58.29	291.32	250.00
Extra for Asph. Conc. Approaches	7	Each	25.00	8.68	60.66	175.00
*RS-1 Asphalt	1.97	Ton	42.00	42.00	82.74	82.74
*Furnish & Place Aggregate	2,087	Cu. Yd.	3.50	2.57	5,381.52	7,304.50
*Furnish & Place Aggregate	125	Cu. Yd.	3.50	3.50	437.50	437.50
Asph. Conc. Traffic Markers	380	Lin. Ft.	1.00	0.55	210.00	380.00
PA#5 120-150 Asphalt	67.08	Ton	40.00	39.81	2,670.30	2,683.20
*PA#5 120-150 Asphalt	7.09	Ton	40.00	40.00	283.60	283.60
PA#8 RS-2 Asphalt	44.02	Ton	42.00	41.91	1,844.69	1,848.84

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA#10 Add'l for Class "B" Asphalt Concrete	98.57	Ton	3.57	Cost in Class "B" Concrete		351.89
PA#11 200-300 Asphalt	87.74	Tons	40.00	39.79	3,490.76	3,509.60
Force Account					778.25	785.08
					$193,850.61	$202,042.72

Cost obtained for items of work done when contractor was working on Contract 4813, Fords - Bridge Unit.

* Work done while paving and crushing for Contract 5119 (Myrtle Creek - Fords Bridge Unit) for which no final estimate or costs are available.

** Deduction made after original costs had been figured.

(1) Detail of Costs in report on Contract 4813.

Contract # 4825

DETAIL OF COST
Contractor: C.R. O'Neil

Labor;

Labor			$ 160,562.31	
Labor Insurance			9,003.04	
Health and Welfare			4,095.18	$ 173,660.53

Materials Purchased:

Top Soil	78 Cu.Yd.	@	$1.75	136.50
12" Concrete Pipe	863 Lin.Ft.	@	$0.90	776.70
18" Concrete Pipe	783 Lin.Ft.	@	$2.10	1,644.30
24" Concrete Pipe	669 Lin.Ft.	@	$3.20	2,207.70
Sacked Cement	88 Sack	@	$1.56	137.28
18" Corr.Metal Pipe	658 Lin.Ft.	@	$2.82	1,855.56
18" Bands	36 Each	@	$2.82	101.52
18" Elbows	8 Each	@	$16.14	129.12
18" Metal End Sec. Unct.	6 Each	@	$23.09	138.54
Metal Guard Rail	10,729.5 Lin.Ft.	@	$1.09	11,695.15
Posts	894 Each	@	$5.85	5,229.10
Paint	120 Gal.	@	$3.00	360.00
Sight Posts	126 Each	@	$1.38	173.88
Electric Conduit	130 Lin.Ft.	@	$0.598	77.79
Special Backfill	35 Cu.Yd.	@	$2.66	93.10
"V" Mesh	808.1 Rod	@	$4.55	3,676.85
Field Fence	750.9 Rod	@	$0.869	652.62
Barb Wire	59 Rolls	@	$9.67	570.53
8' Stud "T" Posts	1,130 Each	@	$1.049	1,185.37
8" Brace Posts	51 Each	@	$5.57	293.25
9' Corner Posts	29 Each	@	$10.43	302.47
9' Corner Posts	12 Each	@	$9.31	111.72
6-1/2' Stud "T" Posts	519 Each	@	$0.9273	481.27
6-1/2' Brace Posts	23 Each	@	$5.75	132.25
7' End Posts	8 Each	@	$5.66	45.28
7' Corner Posts	7 Each	@	$8.10	56.70
9' End Posts	6 Each	@	$6.53	39.18
6" Perf.Metal Pipe	277 Lin.Ft.	@	$1.09	247.43
6" Bands	13 Each	@	$1.13	14.69
1-1/2" Plastic Waterpipe	475 Lin.Ft.	@	$0.404	202.00
1-1/2" Couplings	5 Each	@	$0.63	3.15
Plumbling Supplies				18.98
Electrical Supplies				153.61
18" Reinf. Concrete Pipe	226 Lin.Ft.	@	$2.10	474.60
Concrete				22.10
Freight				51.07
7' End Posts	11 Each	@	$5.51	60.61
14' x 50" Gates	4 Each	@	$28.89	115.56
9' Corner Posts	1 Each	@	$9.34	9.34

DETAIL OF COST - C.R. ONEIL - Page 2

Materials Purchased - Cont'd.				
8' Stud "T" Posts	120 Each	@ $1.148	137.76	
Field Fence	6 Rolls	@ $18.95	113.70	
Barb Wire	5 Rolls	@ $10.34	51.70	33,980.83
Equipment Rental & Miscellaneous Supplies:				
Equipment Rental, Owned			178,062.48	
Equipment Rental, Hired			12,792.40	
Gas, Oil, and Grease			19,718.56	
Bond			3,738.54	
P.L. and P.D. Insurance			2,007.03	
Field Office			880.08	
Small Tools			1,619.10	
Eelctricity			270.14	
Powder and Caps			21,423.37	
Freight			2,675.71	
P.U.C. Fees			664.41	
Home Office and General Overhead			12,234.65	256,086.47
Paid Pacific Concrete Company			59,688.27	
Paid Vern Hoaglin			13,-13.70	
Paid Warren Northwest Company			202,042.72	274,744.69
				$ 738,472.52

Remarks:

This was a "Federal Aid Interstate Project" located on the Pacific Highway in Douglas County. The north end of the project was approximately 6.7 miles south of the south city limits of Myrtle Creek. The south end of the project was approximately 0.2 mile south of the north city limits of Canyonville. The over all length of the project was 1.79 miles.

The work to be done under this contract consisted of the construction of 1.79 miles of highway roadbed and the construction of frontage roads and road connections; the construction of 1.79 miles of stone base and shoulders on the main highway and on frontage roads and connecting roads; the construction of 1.79 miles of asphaltic concrete pavement on the main highway roadbed and on frontage roads and road connections; the construction of 1.79 miles of oil mat wearing surface type 0-11 modified on the main highway roadbed shoulders and 1.63 miles oil mat wearing surface type 0-11 on frontage roads; the construction of two reinforced concrete box culverts and the performance of such additional and incidental work as was called for in the plans and specifications.

The contract was bid by C.R. O'Neil on September 27, 1956 and was awarded to him on October 30, 1956. The contractor began work on the project on October 10, 1956 and completed on August 29, 1958. The final estimate was dated December 26, 1958.

The contractor began clearing on the project on October 10, 1956 using a crew of four men and a D8 cat with bulldozer. Although the clearing crew was small, the work progressed rapidly as the clearing consisted mostly of small second growth fir and scattered oak trees. This work was completed during the week ending December 8, 1956, except for extra clearing which was necessary later.

On November 14, 1956 the contractor began excavating. The material excavated consisted of both dirt and solid rock. To move the material that did not have to be drilled he used four DW21 scrapers, two cats and cans to haul, a D8 cat with bulldozer to push load, and a D8 cat with bulldozer to spread the material.

In moving the solid material he used a 600 c.f.m. compressor with a wagon drill, a cat mounted Joy drill, a 2-1/2-cubic yard shovel, two Euclid end dump trucks, two Turnapull rock wagons, a TD24 with a ripper and dozer blade, and a D9 cat with bulldozer and ripper.

On both types of excavation he had a #12 caterpillar power grader working on the haul road and slopes when necessary.

The grading of the main highway roadbed was completed during the week ending September 14, 1957.

On August 8, 1957 Warren Northwest Company, sub-contractor on the rock and asphaltic items, began hauling and placing the coarse crushed base material on the project using three hire 20-cubic yard truck trains to haul and a #12 power grader to spread the aggregate.

As he finished placing the coarse crushed material in an area he immediately placed the 3/4"-0 base material. Completing the north bound lane, he shot the binder course on that lane. He then completed placing the coarse crushed and 3/4"-0 base material on the south bound lane. He completed the placing of all the base and leveling courses, except on the "H" and "B" Lines (short frontage roads,) and the shooting of the binder necessary during the week ending September 21, 1957.

On September 16, 1957 the sub-contractor began paving on the north bound lane. He hauled the mix from his 6,000 lb. batch plant, which was set up on the Lawson Bar, located on the northerly bank of the Umpqua River approximately 1/2 mile northwest of the Fords Bridge.

In this work he used a variable number of hired trucks to haul from the plant: two Barber Green pavers to place the asphaltic concrete, two 3-leg rollers, and two wheel tandum roller to compact and finish. The sub-contractor completed the paving on October 16, 1957.

On October 21, 1957 he began placing the 0-11 modified oil mat on the shoulders using a 1,500 gallon distributor, four hired trucks, and a 3-leg roller and a power grader. This work was completed on October 28, 1957.

The contractor hired Vern Hoaglin to install the fence and guard rail. The fencing started during the week ending January 11, 1957. In this work he used a crew of three men and a flatbed truck. The fence crew worked on this project until March 6, 1957 at which time they left the project.

The fencing crew returned to the project on September 23, 1957 and completed the fencing during the week ending December 7, 1957.

On September 30, 1957 Hoaglin's crew began installing guard rail. He used a crew of five men, a truck mounted auger, and a flatbed truck. This work was completed on November 22, 1957 except for the painting which was to be done as the weather permitted. This work was finished on January 21, 1958.

This completed all work on the project except for the completion of a southerly frontal road ("B" Line).

During the week ending June 21, 1958, the principal contractor returned to the project and completed the "B" Line grading.

On August 21, 1958 Warren Northwest returned to the project, laid the base course and completed the oiling on the "B" Line. This completed all work on the project.

Although the principal contractor had good supervision, equipment, and plan of operation low bid prices resulted in a small loss.

The sub-contractor on rock and paving, having good supervision, equipment, and obtaining high production made a small profit.

M.N. Juve
Chief Cost Analyst

By F.W. Sugnet

RECEIVED
MAR - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1959
FOR FILING

[illegible]

4825

1103

A

NORMAN B. KOBIN
ATTORNEY AT LAW
PORTLAND TRUST BUILDING
PORTLAND 4, OREGON

CAPITOL 3-1108

February 16, 1959

State Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper
Deputy State Highway Engineer
Re: Fords Bridge-Canyonville Unit
Pacific Highway
Contract No. 4825
C. R. O'Neil, Contractor

Gentlemen:

Friday, February 27, 1959, at 10:00 O'Clock A. M. at your construction office will be a satisfactory time and place to hold our meeting relative to the above matter.

I have advised Mr. O'Neil to this effect.

Very truly yours,

Norman B. Kobin
NORMAN B. KOBIN

NBK:lo

cc: Mr. C. R. O'Neil

copies sent to Edwards, Lindas, & Morgan
Fm

RECEIVED
FEB 18 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 17 1959
FOR FILING

4025

February 13, 1959

Mr. Norman B. Kobin
Attorney at Law
Portland Trust Building
Portland 4, Oregon

Re: Fords Bridge-Canyonville Unit
Pacific Highway
Contract No. 4025

Dear Sir:

Since our letter of January 26 and your reply of February 3 regarding a meeting in the Construction Engineer's Office in Salem on February 20 at 10 o'clock, I find that it will be impossible for some of our personnel who should attend to be there due to the fact that they must be out of town at other necessary hearings.

Because of this, I would like to suggest that we set another date and, to get the ball rolling, propose February 27 at 10 a.m. in the Construction Office for this meeting. Will you please advise if this will be satisfactory to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Leonard Lindas
Mr. Tom Edwards
Mr. F. D. Morgan

LHY:fp fn

RECEIVED
JAN 29 1959
FOR FILING

4825

January 26, 1959

Mr. Norman B. Kobin
Attorney at Law
Portland Trust Building
Portland 4, Oregon

Re: Fords Bridge-Canyonville Unit
Pacific Highway
Contract No. 4825

Dear Sir:

Reference is made to your letter of January 20 in behalf of G. R. O'Neil, who was the contractor on the above construction project.

We will be very glad to discuss these claims with you and suggest that such a meeting be held on a mutually agreed date. Would February 20 at 10 a.m. in the Construction Engineer's office in Salem be convenient for you? Please confirm this date if it is acceptable.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Leonard Lindas
Mr. Tom Edwards
Mr. F. D. Morgan

LHY:fp fn

FORM E-39 50M 9-58 10046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1959

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

SUBJECT: Fords Bridge-Canyonville
Pacific Highway
Contract No. 4825

Reference is made to Norman B. Kobin's letter of January 20th in behalf of C. R. O'Neil regarding certain claims for additional compensation on the subject named job. A condensation of the claims is as follows:

1. O'Neil's letter of June 5th sets forth a claim for additional compensation for clearing based on extra cost to the contractor for the method that was necessary for doing the clearing with regard to the safety of traffic. The specifications for this job required that the "D" Line be completed prior to work on the main roadbed between Station 413 and 435. Mr. O'Neil felt that we should have made borrow available for the construction of the "D" Line. However, the plans show that the material for this construction should come out of the main roadbed excavation. Material for this purpose was available that would not interfere with or comprise a traffic hazard. Mr. Cooper answered this letter August 6th refusing the claim. $ 7900

2. Mr. O'Neil's letter of June 19th asking that the excavation quantities be computed for the project upon a common centerline. The result of basing the quantities upon a common centerline would add materially to the quantities due to the eccentricity of the cross sections. Mr. Edwards answered this letter on July 30th to the effect that the method used in the determination of pay quantities is to measure and compute, as accurately as possible, the exact amount of material excavated. 10000 cy. ±

I believe that our original answers to Mr. O'Neil's claim are still valid. They have asked for a meeting to discuss these claims and I am attaching hereto a rough draft of a letter to Attorney Kobin suggesting a date for such a meeting.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

RECEIVED
JAN 26 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

LHY:fp
Enc.

ASSIGNMENT

PLEASE RETURN TO
F EST COOPER

Date: January 22, 1959 No. 1103 By fc

Description: Letter of 1-20 from Norman B. Kobin, Attorney, Portland, representing C. R. O'Neil on Contract No. 4825, Fords Bridge-Canyonville Section, Pacific Highway, re claim for additional compensation.

Acknowledged by_____ Referred to EDWARDS

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

CONSTRUCTION DIVISION
RECEIVED
JAN 23 1959
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Remarks: Please prepare reply and give me a brief rundown on the claims.

F.C.

Executed 1-26-59 Report Received________

AN B. KOBIN
NEY AT LAW
TRUST BUILDING
ND 4, OREGON
CAPITOL 3-1108

y 20, 1959

RECEIVED
JAN 22 1959
OFFICE OF
STATE HIGHWAY ENGINEER

rest Cooper
State Highway Engineer
'Neil - Fords Bridge-
ville Unit Pacific
y - Contract No. 4825

he letter of C. R. O'Neil,
te Highway Department to the
dated June 5, 1958, contain-
l compensation and your letter
ng such claim. Kindly also
refer to a letter of June 19, 1958 of C . R. O'Neil addressed to the Oregon State Highway Department to the attention of Mr. Chandler, containing additional claim for compensation and response of your Mr. Tom Edwards dated July 30, 1958 rejecting such claim.

Mr. O'Neil has consulted with the writer with respect to both these claims and has asked me to process same for him.

It has been my past experience that an informal conference between the necessary parties usually resolves differences of the nature herein involved.

I would suggest, therefore, that such an informal conference be held with respect to these matters. I sincerely trust that you agree with me in this respect. If so, would you arrange such a conference and afford us at least ten days' notice thereof.

Sincerely yours,

Norman Kobin

NORMAN B. KOBIN

NBK:lo

cc: Mr. C. R. O'Neil

NORMAN B. KOBIN
ATTORNEY AT LAW
PORTLAND TRUST BUILDING
PORTLAND 4, OREGON

CAPITOL 3-1108

January 20, 1959

RECEIVED
JAN 22 1959
OFFICE OF
STATE HIGHWAY ENGINEER

State Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper
Deputy State Highway Engineer
Re: C. R. O'Neil - Fords Bridge-
Canyonville Unit Pacific
Highway - Contract No. 4825

Gentlemen:

Please refer to the letter of C. R. O'Neil, Contractor, to Oregon State Highway Department to the attention of Mr. Chandler dated June 5, 1958, containing a claim for additional compensation and your letter of August 6, 1958 rejecting such claim. Kindly also refer to a letter of June 19, 1958 of C . R. O'Neil addressed to the Oregon State Highway Department to the attention of Mr. Chandler, containing additional claim for compensation and response of your Mr. Tom Edwards dated July 30, 1958 rejecting such claim.

Mr. O'Neil has consulted with the writer with respect to both these claims and has asked me to process same for him.

It has been my past experience that an informal conference between the necessary parties usually resolves differences of the nature herein involved.

I would suggest, therefore, that such an informal conference be held with respect to these matters. I sincerely trust that you agree with me in this respect. If so, would you arrange such a conference and afford us at least ten days' notice thereof.

Sincerely yours,

Norman Kobin

NORMAN B. KOBIN

NBK:lo
cc: Mr. C. R. O'Neil

RECEIVED
1959
FOR FILING
I-78 (32)
4825

NORMAN B. KOBIN
ATTORNEY AT LAW
PORTLAND TRUST BUILDING
PORTLAND 4, OREGON

CAPITOL 3-1108

February 3, 1959

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper
Re: Ford's Bridge - Canyonville Unit, Contract No. 4825

Gentlemen:

February 20, 1959 at 10:00 o'clock A. M. at the Construction Engineer's office would be a convenient time and place for discussing the claims of C. R. O'Neil, contractor, on the above job.

May I thank you for your courtesy in setting this date.

Very truly yours,

NORMAN B. KOBIN

NBK:lo

Copy to Edwards
2/5/59.

RECEIVED
FEB 5 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
FOR FILING

A
File

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 27, 1959

(CONTRACT NO.)
I-78(32)
~~4825~~
(VOUCHER NO.)

1395

(EST. NO.)

18 Final
(WARRANT NO.)

234314
~~H23414~~

(CONTRACTOR)

C. R. O'Neil
(AMOUNT) (DATE)

$ 21,995.63 1-26-59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapuiske
ACCOUNTING DIVISION

Specified completion date: 160 workdays from 11-9-56
Time Extensions: None
Completion Date: Aug. 29, 1958
Date Accepted: Oct. 23, 1958
Penalties: None of record
Claims: None of record
Remarks:

Date: Jan. 27, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed: JAN 27 1959
GKr

NOTED ON CARD
em

A

RECEIVED
JAN 8 - 1959
FOR FILING
[illegible]
4825

Jan. 7, 1959

Great American Indemnity Co.
320 California St.
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4825 for grading and paving on the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, C. R. O'Neil, on Aug. 29, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $21,995.63 will be released to the contractor on or after Jan. 17, 1959. The total contract amount is $735,724.19, of which amount $9,840.86 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 3 1958
FOR FILING

I 175 ([illegible])

4825

CERTIFIED MAIL

Dec. 3, 1958

Great American Indemnity Co.
320 California St.
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. R. O'Neil in connection with contract No. 4825, for grading and paving on the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

This payment, in the amount of $5,431.65, will be released to the contractor on or after Dec. 13, 1958. The retained percentage is $22,074.08.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

NOTED ON CARD
cm

RECEIVED
NOV 12 1958
FOR FILING

I-78 (32)

4825

November 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Attention: Mr. F. Mills

Dear Sir:

This is to advise you that work of signing, by State Forces, was completed on October 25, 1957, on Contract No. 4825, Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section, in Douglas County, in connection with Federal Aid Project No. I-78(32).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
SEP 15 1958
FOR FILING

I-78(32)

4825

September 5, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 29, 1958, on Contract No. 4825, Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section, in Douglas County, in connection with Federal Aid Project No. I-5-2(5)100/I-78(32)/.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:maj

cc: Clarence G. Swenson

Form E-1-

[illegible]
4825

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Fords Br.-Canyonville Unti Myrtle Cr.-Canyonville Section
For Week Ending August 29, 1958
Highway Pac ific County Douglas
Kind of work Grading and Paving
Contractor C. R. O'Neil
Section prefix 10-1030
Date of contract Oct. 30, 1956
Contract number 4825
Date work started Oct. 10, 1956
Specified work days 160
Project authorization $792,121.50
Work days used 156
Exclusive of engineering $735,797.86
Per cent of time elapsed 97½%
Estimated cost of completed project, exclusive of engineering $739,751.23
Estimated per cent overrun or underrun 0.5%
Per cent of contract completed, based on total contract price 100%
Engineering authorization $56,328.64
Engineering cost to date $56,940.63, 101.1%
Date project was completed August 29, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The work was completed today, all that remains is the E.W.O. bills from the contractor for the semi-final estimate to be submitted.

NOTED

Noted
M. N. Juve

CONSTRUCTION DIVISION
RECEIVED
SEP - 2 1958
NOTED CE ACE ACE COE

Signed

Address Box 466, Myrtle Creek, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.79	1.79		1.79	1.79
Miles partially completed	all	all		all	all
Miles completed	all	all		all	all
Total estimated quantities (contract)	470,000	61,000		170 ton	17,000 ton
Total quantities corrected to date	538,696	56,261		207.8 ton	16,102 ton
Estimated quantities moved or placed to date	538,696	56,261		207.8 ton	16,102 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1		1	
Hours per shift		8		10	
Average force on project for week		9		7	

Men	8
Supervision	1
Men and trucks under 3 tons	5
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers .... End Loader 1 Distributor 1, Water Truck 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Fair AM Showers PM		
Saturday			

RECEIVED
[illegible]

FOR FILING

4825

August 5, 1958

Mr. C. H. O'Neil
Post Office Box 213
Myrtle Creek, Oregon

Dear Mr. McNeil:

Your letter of claim for additional compensation for clearing on the Fords Bridge-Canyonville Unit of the Pacific Highway, Contract No. 4825, has been referred to this office. The specifications, conditions, and sequence of events have been reviewed and we have come to the following conclusions:

1. There was no change in the character of the job from the time you bid the same to when work was done.

2. The material with which to construct the embankments on the "D" line was designated on the plans to be taken from roadbed excavation.

3. Roadbed excavation was available that did not "interfere with traffic". Securing of the same in a manner that did not interfere was an operational matter.

4. We are unable to determine that there is any conflict between the special provisions, the plans, and the general specifications applying to this job.

5. Your comparison of costs of clearing this job with another job is not considered valid as there are too many variables which make comparison of jobs difficult at best. These include weather, traffic, terrain, soils, et cetera.

In view of the above, your claim for additional compensation must be rejected.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

LHY:jc fn
cc Mr.W. C. Williams
Mr. Tom Edwards
Mr. S. H. Probert
Mr. Frank Morgan

FORM E-30X—87,500—8-56—96655

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 1, 1958

To: Tom Edwards
Construction Engineer

SUBJECT: Additional compensation for clearing on the Fords Br.-Canyonville Project, Contract No. 4825 C. R. O'Neil, contractor

I am enclosing a letter from C. R. O'Neil making a claim for additional compensation for clearing on the Fords Bridge-Canyonville Project, Contract No. 4825, because of alledged additional costs in clearing between Stas. 420 and 434. His contention is that the Special Provisions and the plans were in conflict because the plans provided for the fill on the D line to come from the main roadbed cut between the above stations and the Special Provisions required that "prior to starting any work on the main highway roadbed between approximate Stas. 413 and 435 which will interfere with traffic, the D line shall be graded, surfaced, and oiled". It is his contention that because of the Special Provisions "a borrow area designated by the State Highway Department was in order---as the borrow in effect was denied to me I was forced to proceed with a very limited, restricted, and costly clearing program". He relates that verbal and written instructions on two dates denied him this borrow area.

The Special Provisions, Paragraph 1, Page 32, did require that the D line be graded, surfaced, and oiled before any work between Stas. 413 and 435 which would interfere with traffic was started. This did not necessarily prevent the contractor from obtaining material from both ends of the large cut hauling it across the old roadbed under flag and making the D line. The quantities for the construction of the D line were included in the main roadbed excavation brackets and the contractor would necessarily have to co-ordinate his operations in order to do this. A special haul mass diagram was used to pay him for the haul. He cites another clearing operation which he states is comparable but upon investigation I find that this is not the case. The clearing for which he quoted low costs was on the Coast Highway in an area where the slopes were very light. I believe that his clearing costs, while high, were a necessary part of his operation and this is borne out by the fact that a Price Agreement for extra clearing of a slide in this same area was quoted by himself at $750.00 and this price later proved to be too low.

I believe that the clearing was a normal part of his operation, that the material for the D line was largely and could all have been obtained from the regular roadbed cut, although he would have had to wait for drying weather to get it. It is my recommendation that the claim be denied.

L R Chandler
L.R. Chandler
Ass't Division Engineer

LRC:sc
Enc.

June 5, 1958

P. O. Box 213
Myrtle Creek, Oregon

Oregon State Highway Department
1523 S. E. Cobb Street
Roseburg, Oregon

Attention: Mr. L. R. Chandler, Assistant Division Engineer

Dear Sir:

Concerning the clearing on "Oregon State Highway" contract No. 4825, "Fords Bridge-Canyonville" unit of the "Myrtle Creek-Canyonville" section of the "Pacific Highway". I suffered a substantial loss due to conflictions of the "Special Specifications" for that contract, as set forth under "Schedule of Operations", page 32 paragraph 1, and verbal instructions to me, followed by a letter of substantiation, dated that same day of November 27, 1956 and signed by your "Resident Engineer". I also received another letter of substantiation April 8, 1957.

The specifications of page and paragraph, as noted above, very specifically required the "D" line to be constructed for traffic prior to any construction between stations 413 and 435, of the main road bed, that would be classified as hazardous to "Highway" traffic.

Due to the fact the "Highway" traffic passed directly along the toe, and under the precipitous location of the new road bed between the above mentioned stations, and virtually in reach of every tree that had to be felled. I, in accordance with the "Special Specifications", ask for permission to construct the "D" line prior to the, before mentioned, clearing operations.

Although no haul for the "D" line is indicated on the contract profile, the "General Specifications" direct superceedence be given the "Special Specifications" over the contract plans and profile (page 10 section 1.5.3.).

My contract obligations were, therefore, primarily to the "Special Specifications" and a borrow area, designated by the "State Highway Dept." was in order. As the borrow area, in effect, was denied me by the above, verbal directions and letters, I was forced to proceed with a very limited, restricted, and costly clearing program.

COPY

A very close log of direct costs were kept on this operation, and a cost study has been made by my engineer, also a cost study of another one of my clearing projects, where the terrain, the amount and size of the timber per acre were, for all practical purposes, identical. Except the comparable project was not restricted or limited by traffic hazards. The following results were found.

The comparable project included 17 acres of actual clearing at a direct cost of $6,287.51. This figure does not include such items as administration, general supervision, engineering and pertinent costs. The clearing costs came to $369.85 per acre.

The Canyonville project consisted of 14.8 acres of actual clearing and, under the restricted conditions, due to the "D" line not having been completed before hand, cost $12,643.46, without the above mentioned overhead or $854.29 per acre. Both clearing projects were accomplished by practically the same personnel.

My cost records show I lost $484.44 per acre at Canyonville a total direct loss of $7,169.71 due to verbal and written orders which superceded the contract "Specifications".

I also suffered indirect losses in the form of administration, general supervision, engineering and their pertinent costs, due to the additional time required to finish the entire project caused by the written change as noted. Estimates indicate the indirect loss would augment the direct loss by an amount greater than 10%. However, I would consider 10% of the direct loss of $7,169.71 or $716.97 as acceptable for a total clearing loss of $7,886.68, caused by the above verbal and written directions.

Very truly yours,

C. R. O'Neil

Owner

COPY

April 8, 1937
Canyonville, Oregon

C. R. O'Neil
General Delivery
Myrtle Creek, Oregon

Dear Sir:

I again wish to direct your attention to the payment of haul on the material that is being used to construct the D line on the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section, Pacific Highway. The payment of haul shall be made on the most e economical basis and any other haul basis will not be considered by this off.

Very truly yours

Lammert
R. L. Lammert
Res Engineer

Canyonville, Oregon
November 27, 1956

Mr C. R. O'Neil
General Contractor
2525 Pacific Highway South
Grants Pass, Oregon

Dear Sir:

In regard to our conversation this date concerning the hauling of the material from the cut approximate stations L4 440 to L4 445 and placing this material in the D line, this procedure will involve considerable cross haul and I do not consider it a state obligation to pay the extra cost involved. The haul will be figured on the most economical basis and payment will be made on that basis.

[illegible] on actual haul involved. LRC.

Very truly yours
Lammert
H. T. Lammert
Res. Engineer

Copy L. R. Chandler
Asst. Division Engineer.

FORM E 123 X 25M

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

7-18 (SA)

4825

July 30th, 1958

Mr. C. R. O'Neil
P. O. Box 213
Myrtle Creek, Oregon

Dear Sir:

Your letter of June 19th, 1958 concerning the Fords Bridge-Canyonville Unit of the Pacific Highway, Contract #4825, has come to my attention.

The basic principle of the determination of pay quantities is to measure and compute as accurately as possible the exact amount of material excavated from or entering into any given piece of construction. No contractor, nor any engineer, can sustain practices which would arrive at any other solution.

We believe that the method of measurement in this case is compatible with Article 1.9.1 of the specifications and with the principle set forth above; we must, therefore, deny your claim.

Very truly yours,

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper ✓
L. R. Chandler

RECEIVED
JUL 31 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—97,500—9-56—96688

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 29, 1958

SUBJECT: C. R. O'Neil's claim
Fords Br.-Canyonville Project.
Contract No. 4825

To: Tom Edwards
Construction Engineer
Attention: L. H. Young

Herewith a letter received some time ago from C. R. O'Neil in which he makes claim to more yardage than as presently measured on the Fords Bridge-Canyonville Project, Contract No. 4825. His complaint is due to the fact that this job was measured on two centerlines. One for the north-bound and another for the south-bound lanes. It is his contention that this operates to deprive him of some 6,000 to 10,000 cubic yards of excavation which he would have received had the job been measured on the single centerline. In support of his contention he claims that the plans show the length of the job as being 1.79 miles and that using two centerlines doubles that length. He directs our attention to Article 2.4.2, Page 36 of the Standard Specifications, wherein it states in part "all earthwork shall be performed accurately to the lines, grades, and cross-sections established by the engineer, it being understood that within reasonable limits of variation the lines, grades, and cross-sections established by the engineer will be in conformity to such lines, grades, and cross-sections as are shown or indicated by the plans".

It is my belief that the key specification is Article 1.9.1, Page 24 under Measurement and Payment wherein it states that "the methods of measurement and computation to be used in the determination of the quantities of materials furnished and the quantities of work performed under the contract shall be those methods generally recognized as good engineering practice which in the opinion of the engineer give the greatest accuracy consistent with practicable application". On this particular project the grade lines of the north and south-bound lanes, particularly north of the Erwin Interchange are separated in varying amounts both in elevation and in distances apart. The north-bound grade line is more or less consistent in grade and is not subject to the changes found on the south-bound lane where it was necessary to raise several feet above the south-bound in order to accommodate the topography around the shoulder of the mountain. It would have been impracticable to measure from one centerline due to these features and the same method would have been used regardless of whether or not it operated to the benefit of the contractor or to the State in the total cost. The controlling principle, is as stated, that which in the opinion

CONSTRUCTION DIVISION
RECEIVED
JUL 30 1958
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

of the engineer gives the greatest accuracy consistent with practicable application. It is true that other four lane roads are at times measured from a single centerline but the conditions described above do not apply.

This is the matter which I discussed with you several months ago. Since Mr. O'Neil's submission of this letter it has been difficult to contact him but I have just done so today and discussed it with him. He still believes he should be paid. I recommend that the claim be denied.

L R Chandler
L. R. Chandler
Ass't Division Engineer

LRC:sc
Enc.

C. R. O'NEIL
GENERAL CONTRACTOR
[illegible], OREGON

June 19, [illegible]

Address Reply
P. O. Box 213
Myrtle Creek, Oregon

Oregon State Highway Department
[illegible] Street
[illegible], Oregon

Attention: Mr. [illegible], Assistant Division Engineer

Dear Sir:

I wish to bring to your attention a situation regarding the pay yard of excavation on the "[illegible]–Canyonville" unit of the Myrtle Creek-Canyonville section of the Pacific Highway, Contract No. [illegible].

It was, at the time of bidding, unquestionably, the intent of not only the "Special Provisions" but also the "Plans" that this project consist of one main roadbed controlled by a center line designated as the L-4 center-line, and of course the pertinent sidestreets and access roads.

On this condition I based and compiled my bid. My pay quantities have, however, been computed on the assumption two separate roadbeds existed whose center lines are designated as L-NB and L-SB.

I wish to point out a number of reasons why the "Plans and Special Provisions" are definitely based on "one roadbed" and one center line contract.

Item 1 of "Work to be Done" indicates 1.79 miles of main highway roadbed is to be constructed. The L-4 line being 1.794 miles long, whereas, L-NB line is [illegible] miles long and the L-SB line is 1.781 miles long.

Also items 2, 3 and 4 of the same heading and page verifies the L-4 line as well as the paragraph following item 6 of "Work to be Done" of the "Special Provisions".

It will also be noted the word station as used to designate the terminals is used in the singular form and could not be construed to include two other center lines. Also the arrows on the plans, Page 3 and 6, indicate the L-4 line where the arrows are used to designate the terminals of the project.

I also wish to bring your attention to Div. 2, Sec. 4, Item 3, page 36 of the "Standard Specifications" particularly paragraph 1, which refers directly to the typical cross-sections. In this case it would be sheet 2-A of the contract plans, wherein the typical sections are designated by the L-b center line stationings. By virtue of the same paragraph the limitations placed on field changes would not permit dividing the roadbed into 2, more or less, parallel roadbeds without giving consideration to article 1.7.3 of the Standard Specifications.

I am therefore requesting the excavation quantities be reconsidered and made computable to the L-b center line as set forth in the "General Specifications" article 1.1.1 particularly the second paragraph.

Very truly yours,

C. R. O'Neil

Owner

Roseburg Division
Received
JUN 23 1958
ABS ABS DCE
Assign .... For ....
Reply .... Action ....

RECEIVED
JUN 10 1958
FOR FILING

[illegible]

4825

June 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Your File 08-35.4

Dear Sir:

Reference is made to your letter of May 29, requesting justification of the Extra Work Order No. 8 for extending the frontage road and constructing a fence on the Fords Bridge-Canyonville Contract No. 4825, Oregon I-5-2 (5) 100, Old I-78 (32).

This property was, at first, set up as a condemnation, but further negotiations brought forth a settlement without reverting to court action. One of the bases of settlement was that the existing frontage road on the south side be extended from Station 405 to Station 414. As you have noted, there was a fence on the original southerly right-of-way line; however, a review of the plans shows that throughout this project the frontal roads have been separated from the main lines by right-of-way fence. In this particular instance it was found to be cheaper to construct a new fence between the above-mentioned stations than to attempt to salvage and reinstall the old fence.

With this explanation, I would recommend that approval be given to the Order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EAP:dmh me
cc Mr. Tom Edwards
Mr. S. H. Probert

08-35.4

May 29, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-2(5)100,
Old I-78(32), Fords Bridge-
Canyonville Unit, Pacific
Highway - Order for Extra Work
No. 8, dated April 21, 1958.
Extend frontage road and construct
fence - Contract No. 4825

Dear Sir:

We question the necessity of the proposed fence between the southerly frontage road and the southbound main line from Station 405+00 to Station 414+00, since there is now a fence on the southerly right-of-way line.

Action on the subject order is being held in abeyance until justification for this fence is furnished.

Very truly yours,

C. G. Polk
Division Engineer

[illegible]
FORREST COOPER

Orig to SNP

RECEIVED
MAY 31 1958
FOR FILING
I-78(32)

4825 08-35.4

file

May 20, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-52-2(5)100, old No. I-78(32)
Fords Bridge-Canyonville Unit, Pacific Highway
Order for State Force Work dated Dec. 18, 1956
Remove and reset power poles, Contract # 4825

Dear Sir:

Reference is made to the subject order and your letters of January 4, 1957, March 13, 1957 and October 17, 1957.

Since this work is not included in the P. S. and E. documents and an agreement with the utility company has not been submitted for approval in accordance with G.A.M. 300, and PPM 30-4 paragraph 6, Federal participation is not eligible.

Under these circumstances we are returning all copies of the order with other pertinent data.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

Original + encls.
to Mr. Probert

RECEIVED
MAY 7 1958
FOR FILING

I-78(32)

[illegible]

May 5, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering extending the frontage road and constructing fence on the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4825, in connection with Federal Aid Project No. I-78(32).

It is necessary to extend the frontage road on the southerly side of the highway and to construct approaches thereto to adequately take care of abutting property owners. To protect the highway from trespass it is necessary to install fences, with gates, northerly and southerly of the main line highway.

The contractor has moved his grading and paving equipment off of the job and will do this work only on force account basis.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:cr

RECEIVED
FEB 21 1958
FOR FILING

[illegible]

4825

Feb. 21, 1958

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to C. R. O'Neil a portion of the funds heretofore retained by the Commission on Contract No. 4825, for grading and paving on the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

This payment, in the amount of $37,223.70, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $21,818.18. The present payment will be released on or after Mar. 3, 1958.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

om

NOTED ON CARD

RECEIVED
FOR FILING
I-78(32)
08:35
4825

file

February 17, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-78(32), Fords Bridge-
Canyonville Unit, Pacific Highway - Order
for State Force Work No. 276
Signing - Contract No. 4825

Dear Sir:

Reference is made to your letters dated February 17, 1957 and October 2, 1957 concerning the subject order.

We are approving the use of State forces as being in the public interest in this instance for the following reasons:

1. The contractor is not properly equipped or staffed to do the work.
2. The State has trained men and special equipment to perform the work most economically.
3. The amount of work is too small to warrant a separate contract and won't all be performed at one time but must be coordinated with the contractors progress.

In the case of temporary signs that can be recovered and used again on other projects, Federal participation will be based on the cost less the salvage value.

Your estimated amount of the order is $2,000.00 with Federal participation of $1,800.00.

Very truly yours,

C. G. Polk
Division Engineer

Original to FHP

RECEIVED

08-35

October 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force Work #285
Fords Bridge-Canyonville Unit,
Pacific Highway
Oregon Project I-78(32)
Contract No. 4825

Dear Sir:

Reference is made to the subject order dated December 18, 1956 and our letter of September 10, 1957. In our letter we requested a copy of The California-Oregon Power Company's estimate of cost and its agreement for doing the work.

Under date of October 17, 1957 you submitted copies of the power company's estimate and other pertinent data, but no copy of an agreement or letter from the company signifying its intention of doing the work.

The order is being held without action pending receipt of this agreement.

The necessity for such an agreement is established by GAM 300.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

RECEIVED
OCT 18 1957
FOR FILING

October 17, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 10, 1957, requesting California-Oregon Power Company's estimate for moving power lines under Order for State Force Work No. 285 dated December 18, 1956, on the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section in Douglas County, Contract No. 1825, Oregon Project I-78(32).

We are enclosing the following:

Three copies of letters of Assistant Counsel establishing the obligation of the state in moving the power line.

Three copies of estimate of the California-Oregon Power Company for moving the line.

Three copies of sketches provided by the Company covering its line revision.

The original amount of the Order was $2,500.00. The estimated cost by the company is $2,434.10, with Federal participation of $2,190.00.

This additional information will, we trust, clear the order for approval under the provisions of G.A.M.-300.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl
DB:cr

RECEIVED
OCT 10 1957
FOR FILING

I 78 (32)

4825

October 8, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering reconstructing right of way fence on the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4825, in connection with Federal Aid Project No. I-78(32).

Slides have occurred on the L4 line between Stations 415+80 and 431+50 making it necessary to re-establish the fence, constructed under contract items, to a new right of way line. The fence was removed when slide removal was started, but has not yet been reconstructed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
OCT 3 1957
FOR FILING

4F25

October 2, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 24, 1957, requesting estimated cost and Federal funds to be provided on Order for State Force Work No. 276, Fords Bridge Unit in Douglas County, Oregon Project I-78(32).

The total amount of the estimated cost is $2,000.00, with Federal participation of $1,800.00.

The order as received from our field engineer is dated February 5, 1956. It undoubtedly should have been February 5, 1957, as award of the contract was made October 30, 1956.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DMP:la

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]5

September 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force Work No. 276 - Fords Bridge-Canyonville Unit, Pacific Highway-Oregon Project I-78(32), Contract No. 4825

Dear Sir:

The subject work order, dated February 5, 1956, is being held without action pending receipt of a letter from you showing the estimated cost and the estimated amount of Federal funds to be provided.

The data required in connection with State Force Work is established by PPM 21-6.2.

The order as submitted is dated February 5, 1956. This is no doubt in error and should be February 5, 1957.

Very truly yours,

C. G. POLK
Division Engineer

Submitted to BPR for approval
Feb. 19 1957 ABF

RECEIVED
SEP 16 1957
FOR FILING

I-78(32)

4825 08-35

A

September 10, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force Work No. 285
Fords Bridge-Canyonville Unit,
Pacific Highway - Oregon Project
I-78(32) - Contract No. 4825

Dear Sir:

The subject work order, dated December 18, 1956, is being held without action pending receipt of a copy of The California-Oregon Power Company's estimated cost and its agreement for doing the work.

The necessity for such an estimate and agreement is established by GAM 300 and the required breakdown to be included is as outlined therein.

RECEIVED
ACCOUNTING
1957

Very truly yours,

C. G. POLK
Division Engineer

By:

E. H. COWAN
Acting Division Engineer

NOTED
ERNEST COOPER

Original to
Mr. Probert

RECEIVED
MAY 3 - 1957
FOR FILING

I-78 (32)

4825

Cross Referenced To:
Adm
Petitions
Doug Co

April 30, 1957

Mr. E. S. Wilkey
Canyonville
Oregon

Dear Sir:

Pursuant to a meeting between yourself, Mr. Allen, and members of the Highway Interim Committee, a design was prepared to revise the northbound on-ramp to the US99 Freeway at Canyonville.

After a discussion between ourselves and the Bureau of Public Roads, it was determined that such a revision would be approved with the State and Bureau of Public Roads carrying the cost of additional construction and affected property holders to assume the cost of additional right of way by donation.

I am advised by Division Engineer Morgan that the revision has been staked in the field and that the property holders were then contacted concerning the donation of the necessary right of way. Mr. Morgan informs me that you were willing to donate the right of way but the other owners were unwilling to do so. It appears therefore that the requested revision cannot be incorporated in the work.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. F. D. Morgan

TE:jc fn

VCON RSB 196 4-22-57 202P

ATT

IN REF TO MY TELETYPE MESS NO 195 THAT CONTRACT NO SHOULD READ 4825
GA OK THANKS THANK YOU

MVKMTTTTOTTT

MRS DODGE NO

F D MORGAN

END/SC CON

VVTTTTVTTTOT

---

settlement with required the [illegible] al access held by Mr. Irwin who owns property on the southwesterly side of the new highway. No change should be made without the concurrence of Mr. Irwin. It is the contention of Mr. Allen and Mr. Wilkie that moving the northbound on ramp will aid the established businesses along the old highway northerly of Canyonville.

These ramps are set forth in plans which have been approved in agreement with Douglas County. They are the main points of entry and exit at the northerly part of Canyonville and while not in the city limits, I believe they should be located satisfactorily to the people of Canyonville.

NOTED
G. S. PAXSON

CON R YOU RECG CON

CON RSB 195 4-22-57 155P

L H YOUNG SUBJECT FRONTAL ROAD CHANGE
FORDS BRIDGE-CANYONVILLE UNIT
CONTRACT RIWT

AS PER YOUR LETTER OF THE 15., THE PROPOSED FRONTAL ROAD CHANGE NORTH OF CANYONVILLE WAS STAKED IN THE FIELD. STAKES WERE SET ON THE CATCH POINTS AND TEN FEET BEHIND THE CATCH POINTS . THE ADDITIONAL TEN FEET

BEING USED FOR DRAINAGE PURPOSES AND SPACE FOR UTILITY POLES.

THE OWNERS OF THE PROPERTY CNCERN WERE THEN CONTACTED FOR THE PURPOSE OF EXPLAINING THE MEANING OF THE STAKES AND TO ANSWER ANY QUESTIONS THEY MAY HAVE HAD CONCERNING THIS PROPOSED CHANGE. IT WAS FURTHER EXPLAINED AT THAT TIME, THAT THIS PROPOSAL WAS BASED ON THE ABSOLUTE MINIMUM DESIGN AS TO THE ROADBED WIDTH, GRADES AND DISTANE FROM THE NORT ORTH BOUND LANE AND ANY CHANGE, SUCH AS GRADE CHANGE IN FRONT OF DODBE INN WOULD RESULT IN ADDITIONAL RIGHT OF WAY.

THEIR VERBAL ANSWERS REGARDING THIS CHANGE AND TO DONATING THE NECESSARY RIGHT OF WAY REQUIRED ARE AS FOLLOWS

MR WILKEY	YES
MRS BRYANT	NO
MR AND MRS DOAK	NO
MR PITTMAN,DODGE IN.	NO
MRS DODGE	NO

F D MORGAN

END/SC CON

VVTTTTVTTTOT

---

settlement with [illegible] held by Mr. Irwin who owns property on the southwesterly side of the new highway. No change should be made without the concurrence of Mr. Irwin. It is the contention of Mr. Allen and Mr. Wilkie that moving the northbound on ramp will aid the established businesses along the old highway northerly of Canyonville.

These ramps are set forth in plans which have been approved in agreement with Douglas County. They are the main points of entry and exit at the northerly part of Canyonville and while not in the city limits, I believe they should be located satisfactorily to the people of Canyonville.

NOTED
G. S. [illegible]

RECEIVED
APR 12 1957
FOR FILING

Cross Referenced To:
adv
Petitions
Douglas Co.

R

FORM 230—30M—9-56—96684

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5th, 1957

SUBJECT: Canyonville Access

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
Office

I hand you herewith a file on the city of Canyonville. This was brought to my attention by Mr. George Allen and Mr. E. S. Wilkie of the Canyonville area. They appeared before the legislature requesting changes in the access to Canyonville. Mr. Sipprell and myself met with these gentlemen and Mr. Robert Elfstrom, Mr. A. E. Littrell and Mr. George Cady in regard to the matter. Later Mr. Allen and Mr. Wilkie were in my office. After considerable discussion, their requests were reduced to the following:

1. Move the northbound on ramp from the old highway to the new highway northerly 1,300 feet. This is at the Irwin underpass shown on Sheet 5.

2. Investigate the possibility of moving the southbound off ramp farther south. This has reference to the ramp shown on Sheet 4.

With respect to these requests, I wish to advise that no particular change in pattern would be made by the moving of either ramp. The southbound off ramp was located to assist in working out a right of way settlement with required the extinguishing of a commercial access held by Mr. Irwin who owns property on the southwesterly side of the new highway. No change should be made without the concurrence of Mr. Irwin. It is the contention of Mr. Allen and Mr. Wilkie that moving the northbound on ramp will aid the established businesses along the old highway northerly of Canyonville.

These ramps are set forth in plans which have been approved in agreement with Douglas County. They are the main points of entry and exit at the northerly part of Canyonville and while not in the city limits, I believe they should be located satisfactorily to the people of Canyonville.

NOTED
G. S. PAXSON

I would recommend that the City & County Relations people contact Douglas County and City of Canyonville officials and Mr. Irwin and arrive at a basis of agreement satisfactory to all. Would you please proceed in the matter.

Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: Forrest Cooper

RECEIVED
MAR 6 1957
Office of
STATE HIGHWAY ENGINEER

FEB · 57

FEB · 57

FEB · 57

FEB · 57

State Printing 90105

OREGON STATE HIGHWAY DEPARTMENT

Interdepartment Teletype Message

To Station .... from Station .... No. .... Date 5/26/57 .... Time ....

① Move north bound on ramp 1300' north
② Withdraw request for northbound off ramp at Irwin underpass - Veatch Creek Grade
③ Investigate possibility of moving south bound off ramp farther south.

George Allen
E. S. Wilkey.

Reply Requested ( )

Signed

Ed Oaks
Ed Oaks
Mayor of the city of Canyonville

• CITY HALL • STATE OF OREGON 1859 • CITY OF CANYONVILLE •
• CANYONVILLE, OREGON

February 25,1957

State Highway Commission
Salem, Oregon.

Gentlemen:

Re: Reclcated U.S. Highway No. 99
North of Canyonville, Douglas
County , Oregon.

The Canyonville City Council, at a special meeting on February 25, 1957, resolved that the State Highway Commissionbe requested to change, the North bound access be alinamated at the Irwin underpass and a egress be constructed North of the Irwin underpass in the North bound land, and an access road by the Keystone mill road to replace the one at the Irwin underpass.

Thank you very much for your help and cooperationin this matter

Sincerely
Ed Oaks
Ed Oaks
Mayor of the city of Canyonville

Canyonville Oregon

February 21 1957

Mr. W. C. Williams,
State Highway Engineer,
Salem Oregon.

We the undersigned residents and property owners residing in Canyonville and the area north to the Umpqua river petition the State Highway Department as follows;

That an egress from the south bound lane of the freeway be located at the underpass constructed about twelve hundred feet south of Veatch Creek. (Erwin underpass)

That the north bound access be eliminated at this point. Access having been provided south of the Ford bridge.

That egress be made on the north bound lane to the service road. This egress North of Veatch creek as near to the present weighing station as possible.

These changes are necessary if already established business in this area is to survive and would provide for future development.

Georgia H. Allen
Charles O Allen Canyonville, Ore.
J. J. Allen Box 132 Canyonville Oreg
Floy B. Lyman Rt #1, Myrtle Cr. Oregon
O Sitz [illegible]
W. R. Jensen Rte 1 Azalea Rte.
C Thompson - Azaly Rt.
LaVella C Garber Box 564 Canyonville
Ray K Linke Box 25 Canyonville
John L Bell Box 365 Canyonville
J.B. Stonehocker Box 283 Canyonville
Mrs Corinne F. John Box 507 - Canyonville

CITY OF CANYONVILLE
CANYONVILLE, OREGON

February 19, 1957.

State Highway Commission,
Salem, Oregon.

Gentlemen: Re: Relocated U. S. Highway No. 99
North of Canyonville, Douglas
County, Oregon.

The Canyonville City Council, in its regular meeting February 18, 1957, resolved that the State Highway Commission or their proper authority be requested to change the south-bound exit from said U.S. Highway 99, from its present planned location immediately south of the big curve north of Canyonville, to a position near the underpass north of Canyonville. The Council believes that the present planned location of the south bound exit immediately following the big curve is such that few motorists will be able to decrease speed sufficiently to take the planned exit, and that the location so near the curve might possibly create a traffic hazard.

The Council understands that certain gentlemen from in and near Canyonville are planning an oral petition to the Commission, and I have been directed by the Council to provide them with this letter in order that the Commission may be apprized of the City's wishes.

Thank you very much for your help and cooperation in this matter.

Sincerely,

Ed. Oaks

Ed Oaks
Mayor of the City
of
Canyonville

EO:ad

Form PR 2 (Revised 1950)

State Oregon

Project No. I-78(32)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of July, 1956, a program, which was approved on the 29th day of August, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 10th day of September, 1956, and the sum of seven hundred ninety nine thousand, and 00/100 dollars ($799,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.42

GPO 16—11370-6

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 398+00 and 492+74.71, Canyonville northwest, length 1.794 miles, in Douglas County, being Oregon project No. I-78(32), consisting of 1.767 miles of roadway and one bridge~~s each~~ of more than 20 feet clear span, 0.027 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seven hundred ninety nine thousand, and 00/100 dollars ($ 799,000.00), which does not exceed the authorized Federal pro rata share of eight hundred sixty five thousand, twenty six and 80/100 dollars ($ 865,026.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
District ~~Division~~ Engineer,
Bureau of Public Roads.

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Fords Bridge-Canyonville Section, Project No. I-78(32).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:ia

4825

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Ford's Bridge - Canyonville Section
Pacific Highway
Douglas County

NATURE OF WORK:

Grade, [illegible] and [illegible]

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4825 C. R. O'Neil 10-30-56

DATE OF COMPLETION:

160 Workdays from 11-9-56

REMARKS:

March 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Fords Bridge-Canyonville Section, Project No. I-78(32).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:la

Oregon State Highway Department

Federal Aid
Project No. I-78(32)

[illegible]-CANYONVILLE SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 15, 1957

Outside City Limits of Canyonville

Type Code 6201

Roadway (Sta. 392+00 to Sta. 482+79) (Contract No. 4825)

All Required	Clearing and Grubbing (90%)	$	$ 13,500.00
2,100 cu. yds.	Drainage Excavation, Unclassified	3.00	6,300.00
433,000 cu. yds.	General Excavation, Unclassified	0.66	285,780.00
975,000 yd. sta.	Short Overhaul	0.01	9,750.00
23,700 C-y.sta.	Long Overhaul	0.40	9,480.00
All Required	Finishing Roadbed and Slopes (90%)		3,600.00
2,100 lin. ft.	Rounding Cutbanks	0.20	420.00
300 cu. yds.	Excavation and Placing Topsoil	1.00	300.00
800 lin. ft.	18-inch Concrete Pipe	3.25	2,600.00
700 lin. ft.	24-inch Concrete Pipe	4.00	2,800.00
400 lin. ft.	18-inch Corrugated Metal Pipe	4.15	1,660.00
3 only	18-inch Metal End Sections	38.00	114.00
575 cu. yds.	Class "A" Concrete	57.00	32,775.00
72,000 lbs.	Metal Reinforcement	0.14	10,080.00
7 only	Concrete Catch Basins	73.00	511.00
105 cu. yds.	Concrete Curbs and Gutters	38.00	3,990.00
100 only	Dowel Bars	0.10	10.00
37 cu. yds.	Concrete in Islands	33.00	1,221.00
6,000 lin. ft.	Metal Guard Rail	2.90	17,400.00
90 only	Metal Sight Posts	2.50	225.00
110 lin. ft.	1½-inch Electrical Conduit	1.50	165.00
41,500 cu. yds.	Coarse Crushed Material in Base	1.51	62,665.00
9,200 cu. yds.	3/4" - 0 Material in Base	1.65	15,180.00
2,500 M-gals.	Sprinkling	2.00	5,000.00
All Required	Preparation of Base (90%)		1,125.00
750 cu. yds.	3/4" - 0 Material in Binder Course	3.25	2,437.50
116 tons	RC-3 Asphalt in Binder Course	42.50	4,930.00
15,000 tons	Asphaltic Concrete Mixture	3.10	46,500.00
885 tons	85-100 Asphalt in Mixture	35.50	31,417.50
20 tons	RS-1 Asphalt in Tack Coat	50.00	1,000.00
5 only	Extra for Asphaltic Concrete Approaches	25.00	125.00
66 tons	RS-2 Asphalt	45.00	2,970.00
335 cu. yds.	Aggregate in Pavement Seal	4.00	1,340.00
1,350 cu. yds.	Furnishing and Placing Aggregates	3.50	4,725.00
100 tons	150-200 Asphalt	40.00	4,000.00
30 tons	RS-1 Asphalt	42.00	1,260.00
250 lin. ft.	Asphaltic Concrete Markers	1.00	250.00
800 rods	Type 2 Fence	4.50	3,600.00
260 rods	Type 3 Fence	11.50	2,990.00

Subtotal		$594,196.00
10% Engr. & Cont.		59,419.60
	Total	$653,615.60

Type Code X221
Train Overcrossing (Sta. 461+30.5 to Sta. 462+74.5)(Contract No. 4822)

470	cu. yds.	Structural Excavation	$5.00	$ 2,350.00
700	lin. ft.	Furnish Steel Pile Shells	4.00	2,800.00
20	only	Drive Steel Pile Shells	100.00	2,000.00
690	cu. yds.	Class "A" Concrete	80.00	55,200.00
200,000	lbs.	Metal Reinforcement	0.13	26,000.00
110	lin. ft.	8-inch Metal Drain Pipe	3.00	330.00

Subtotal		$ 88,680.00
10% Engr. & Cont.		8,868.00
	Total	$ 97,548.00

Length of Structure 0.027 Mile

Inside City Limits of Canyonville

Type Code 6201
Roadway (Sta. 482+79 to 492+74.71)(Contract No. 4825)

All	Required	Clearing and Grubbing (10%)	$	$ 1,500.00
600	cu. yds.	Drainage Excavation, Unclassified	3.00	1,800.00
37,000	cu. yds.	General Excavation, Unclassified	0.66	24,420.00
25,000	yd. sta.	Short Overhaul	0.01	250.00
300	C-y.sta.	Long Overhaul	0.40	120.00
All	Required	Finishing Roadbed and Slopes (10%)		400.00
200	lin. ft.	Rounding Cutbanks	0.20	40.00
900	cu. yds.	Excavating and Placing Topsoil	1.00	900.00
340	lin. ft.	12-inch Concrete Pipe	1.75	595.00
500	lin. ft.	18-inch Concrete Pipe	3.25	1,625.00
100	lin. ft.	24-inch Concrete Pipe	4.00	400.00
100	lin. ft.	18-inch Corrugated Metal Pipe	4.15	415.00
1	only	18-inch Metal End Sections	38.00	38.00
25	cu. yds.	Class "A" Concrete	57.00	1,425.00
8,000	lbs.	Metal Reinforcement	0.14	1,120.00
3	only	Concrete Catch Basins	73.00	219.00
2	only	Adjustment of Catch Basins	43.00	86.00
365	cu. yds.	Concrete Curbs and Gutters	38.00	13,870.00
300	only	Dowel Bars	0.10	30.00
18	cu. yds.	Concrete in Islands	33.00	594.00
4,500	lin. ft.	Metal Guard Rail	2.90	13,050.00
10	only	Metal Sight Posts	2.50	25.00
30	lin. ft.	1½-inch Electrical Conduit	1.50	45.00
8,500	cu. yds.	Coarse Crushed Material in Base	1.51	12,835.00
1,800	cu. yds.	3/4" - 0 Material in Base	1.65	2,970.00
500	M-gals.	Sprinkling	2.00	1,000.00
All	Required	Preparation of Base (10%)		125.00
150	cu. yds.	3/4" - 0 Material in Binder Course	3.25	487.50
24	tons	MC-3 Asphalt in Binder Course	42.50	1,020.00
100	tons	Asphaltic Concrete Mixture in Patching	12.00	1,200.00
2,000	tons	Asphaltic Concrete Mixture	3.10	6,200.00

115 tons	85-100 Asphalt in Mixture	$35.50	$ 4,082.50
2 tons	RS-1 Asphalt in Tack Coat	50.00	100.00
14 tons	RS-2 Asphalt	45.00	630.00
65 tons	Aggregate in Pavement Seal	4.00	260.00
450 cu. yds.	Furnishing and Placing Aggregates	3.50	1,575.00
30 tons	150-200 Asphalt	40.00	1,200.00
10 tons	RS-1 Asphalt	42.00	420.00
560 rods	Type 3 Fence	11.50	6,440.00
	Subtotal		$103,512.00
	10% Engr. & Cont.		10,351.20
	Total		$113,863.20

Length of Roadway 0.188 Mile
Cost of Roadway Per Mile $605,655.31

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
	Outside City Limits of Canyonville		
Roadway	$653,615.60	$603,726.00	$49,889.60
Structure	97,548.00	90,102.00	7,446.00
	Inside City Limits of Canyonville		
Roadway	113,863.20	105,172.00	8,691.20
	$865,026.80	$799,000.00	$66,026.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 527, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. I-78(32)

FORDS BRIDGE-CANYONVILLE SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications . Not as a basis for project agreement.)

Salem, Oregon, September 7, 1956

Outside City Limits of Canyonville

Type Code 6201
Roadway (Sta. 398+00 to Sta. 482+79)

All	Required	Clearing and Grubbing (90%)		$ 18,000.00
2,100	cu. yds.	Drainage Excavation, Unclassified	$ 3.00	6,300.00
433,000	cu. yds.	General Excavation, Unclassified	0.70	303,100.00
975,000	yd. sta.	Short Overhaul	0.015	14,625.00
23,700	C-yd. sta.	Long Overhaul	0.40	9,480.00
All	Required	Finishing Roadbed and Slopes (90%)		4,050.00
2,100	lin. ft.	Rounding Cutbanks	0.20	420.00
300	cu. yds.	Excavation and Placing Topsoil	2.00	600.00
800	lin. ft.	18-inch Concrete Pipe	4.00	3,200.00
700	lin. ft.	24-inch Concrete Pipe	6.00	4,200.00
400	lin. ft.	18-inch Corrugated Metal Pipe	4.50	1,800.00
3	only	18-inch Metal End Sections	50.00	150.00
575	cu. yds.	Class "A" Concrete	65.00	37,375.00
72,000	lbs.	Metal Reinforcement	0.14	10,080.00
7	only	Concrete Catch Basins	90.00	630.00
105	cu. yds.	Concrete Curbs and Gutters	55.00	5,775.00
100	only	Dowel Bars	1.00	100.00
37	cu. yds.	Concrete in Islands	50.00	1,850.00
6,000	lin. ft.	Metal Guard Rail	2.60	15,600.00
90	only	Metal Sight Posts	2.75	247.50
110	lin. ft.	1½-inch Electrical Conduit	1.75	192.50
41,500	cu. yds.	Coarse Crushed Material in Base	2.25	93,375.00
9,200	cu. yds.	3/4" - 0 Material in Base	2.50	23,000.00
2,500	M-gal.	Sprinkling	2.50	6,250.00
All	Required	Preparation of Base (90%)		1,350.00
750	cu. yds.	3/4" - 0 Material in Base	3.75	2,812.50
116	tons	RC-3 Asphalt in Binder Course	45.00	5,220.00
15,000	tons	Asphaltic Concrete Mixture	4.25	63,750.00
885	tons	85-100 Asphalt in Mixture	32.00	28,320.00
20	tons	RS-1 Asphalt in Tack Coat	50.00	1,000.00
5	only	Extra for Asphaltic Concrete Approaches	50.00	250.00
66	tons	RS-2 Asphalt	50.00	3,300.00
335	cu. yds.	Aggregate in Pavement Seal	5.00	1,675.00
1,350	cu. yds.	Furnishing and Placing Aggregates	3.75	5,062.50
100	tons	150-200 Asphalt	55.00	5,500.00
30	tons	RS-1 Asphalt	50.00	1,500.00
250	lin. ft.	Asphaltic Concrete Markers	1.00	250.00
800	rods	Type 2 Fence	6.00	4,800.00
260	rods	Type 3 Fence	11.50	2,990.00
		Subtotal		$688,180.00
		10% Engr. & Cont.		68,818.00
		Total		$756,998.00

Length of Roadway 1.579 miles
Cost of Roadway per mile $479,416.08

Type Code X221
Irwin Overcrossing (Sta. 461+30.5 to Sta. 462+74.5)

470 cu. yds.	Structural Excavation	$ 6.00	$ 2,820.00
700 lin. ft.	Furnish Steel Pile Shells	6.00	4,200.00
20 only	Drive Steel Pile Shells	80.00	1,600.00
690 cu. yds.	Class "A" Concrete	70.00	48,300.00
200,000 lbs.	Metal Reinforcement	0.14	28,000.00
110 lin. ft.	8-inch Metal Drain Pipe	4.00	440.00
	Subtotal		$ 85,360.00
	10% Engr. & Cont.		8,536.00
	Total		$ 93,896.00

Length of Structure 0.027 mile

Inside City Limits of Canyonville

Type Code 6201
Roadway (Sta. 482+79 to 492+74.71)

All Required	Clearing and Grubbing (10%)		$ 2,000.00
600 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	1,800.00
37,000 cu. yds.	General Excavation, Unclassified	0.70	25,900.00
25,000 yd. sta.	Short Overhaul	0.015	375.00
300 C-yd. sta.	Long Overhaul	0.40	120.00
All Required	Finishing Roadbed and Slopes (10%)		450.00
200 lin. ft.	Rounding Cutbanks	0.20	40.00
900 cu. yds.	Excavating and Placing Topsoil	2.00	1,800.00
340 lin. ft.	12-inch Concrete Pipe	2.25	765.00
500 lin. ft.	18-inch Concrete Pipe	4.00	2,000.00
100 lin. ft.	24-inch Concrete Pipe	6.00	600.00
100 lin. ft.	18-inch Corrugated Metal Pipe	4.50	450.00
1 only	18-inch Metal End Sections	50.00	50.00
25 cu. yds.	Class "A" Concrete	65.00	1,625.00
8,000 lbs.	Metal Reinforcement	0.14	1,120.00
3 only	Concrete Catch Basins	90.00	270.00
2 only	Adjustment of Catch Basins	35.00	70.00
365 cu. yds.	Concrete Curbs and Gutters	55.00	20,075.00
300 only	Dowel Bars	1.00	300.00
18 cu. yds.	Concrete in Islands	50.00	900.00
4,500 lin. ft.	Metal Guard Rail	2.60	11,700.00
10 only	Metal Sight Posts	2.75	27.50
30 lin. ft.	1¼" Electrical Conduit	1.75	52.50
8,500 cu. yds.	Coarse Crushed Material in Base	2.25	19,125.00
1,800 cu. yds.	3/4" - 0 Material in Base	2.50	4,500.00
500 M-gal.	Sprinkling	2.50	1,250.00
All Required	Preparation of Base (10%)		150.00
150 cu. yds.	3/4" - 0 Material in Binder Course	3.75	562.50
24 tons	RC-3 Asphalt in Binder Course	45.00	1,080.00
100 tons	Asphaltic Concrete Mixture in Patching	9.00	900.00
2,000 tons	Asphaltic Concrete Mixture	4.25	8,500.00
115 tons	85-100 Asphalt in Mixture	32.00	3,680.00
2 tons	RS-1 Asphalt in Tack Coat	50.00	100.00
14 tons	RS-2 Asphalt	50.00	700.00
65 tons	Aggregate in Pavement Seal	5.00	325.00

450 cu. yds.	Furnishing and Placing Aggregates	$ 3.75	$ 1,687.50
30 tons	150-200 Asphalt	55.00	1,650.00
10 tons	RS-1 Asphalt	50.00	500.00
560 rods	Type 3 Fence	11.50	6,440.00
	Subtotal		$123,640.00
	10% Engr. & Cont.		12,364.00
	Total		$136,004.00

Length of Roadway 0.188 mile
Cost of Roadway per mile $723,425.53

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Outside City Limits of Canyonville			
Roadway	$756,998.00	$698,780.00	$ 58,218.00
Structure	93,896.00	86,675.00	7,221.00
Inside City Limits of Canyonville			
Roadway	$136,004.00	$125,545.00	$ 10,459.00
	$986,898.00	$911,000.00	$ 75,898.00

RECEIVED
APR 4 - 1957
FOR FILING

I-78 (32)

4825

April 2, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering installing electrical wire and conduit on the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4825, in connection with Federal Aid Project No. I-78(32)

This work is necessary to establish a private water system. Due to new construction, it is necessary to revise the water supply to the Brown property. This Order for Extra Work is to cover completion of the system according to the attached sketch.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:cr
Encl.

RECEIVED
MAR 13 1957
FOR FILING

I-78

4825

March 13, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of February 20, 1957, requesting copies of agreement between the Oregon State Highway Commission and the California-Oregon Power Company, covering moving of power poles and lines in support of Order for State Force Work #205 on the Fords Bridge-Canyonville Unit, Contract No. 4825, Oregon Project I-78(32).

Herewith are three copies of a letter from the Assistant Council of the Highway Department to the California-Oregon Power Company, dated September 27, 1956, describing the work to be done and establishing the scope of the Department's responsibility. Under the provisions of G.A.M.-300, a letter is acceptable as agreement.

It is requested that the Order for State Force Work be approved with the understanding that the provisions of G.A.M.-300 will govern in participating costs.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DHF:cw

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr Probert

08-35

February 20, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force Work No. 285
Fords Bridge-Canyonville Unit, Pacific
Highway - Oregon Project I-78(32),
Contract No. 4825

Dear Sir:

The subject work order, dated December 18, 1956, is being held without action pending receipt of an agreement between the State and the California-Oregon Power Company, covering work by power company forces in connection with the moving of lines made necessary by construction of the above project.

The necessity for such an agreement is established by G.A.M. 300 and the required provisions to be included are as outlined therein. Since eligibility of the participating items of cost will be determined in accordance with the provisions of G.A.M. 300, it is necessary that the agreement be made to include that memorandum by reference.

Very truly yours,

CGPolk

C. G. POLK
District Engineer

RECEIVED
MAR 13 1957
FOR FILING

I 9L (32)

4825

AGENDA
FEB 28 1957

1 B-10

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1957

SUBJECT: AGENDA ITEM FOR FEBRUARY 28-MARCH1, 1957
Douglas Forest Protective Association
Pacific Highway
Douglas County

To: Mr. H. B. Glaisyer
Secretary
OFFICE

Our construction activities on the Ford Bridge Unit have caused a partial depletion of a well on the above property. The Association has agreed to settle the whole matter for a payment of $500.00. Please place this matter on the agenda with a recommendation that the commission pay this sum to settle this claim.

R. L. Porter
R. L. Porter
Right of Way Engineer

RLP:smj

NOTED
H. B. GLAISYER

RECEIVED
FEB 25 1957
FOR FILING
I 78(32)
[illegible]

08-35

February 20, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force Work No. 285
Fords Bridge-Canyonville Unit, Pacific
Highway - Oregon Project I-78(32),
Contract No. 4825

Dear Sir:

The subject work order, dated December 18, 1956, is being held without action pending receipt of an agreement between the State and the California-Oregon Power Company, covering work by power company forces in connection with the moving of lines made necessary by construction of the above project.

The necessity for such an agreement is established by G.A.M. 300 and the required provisions to be included are as outlined therein. Since eligibility of the participating items of cost will be determined in accordance with the provisions of G.A.M. 300, it is necessary that the agreement be made to include that memorandum by reference.

Very truly yours,

C. G. POLK
District Engineer

NOTED
FORREST COOPER

Original to
Mr. Prodert

RECEIVED
FEB 20 1957
FOR FILING

February 19, 1957

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 276 covering signing on the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. [illegible], in connection with Federal Aid Project No. I-78(32).

Your approval for performance of this work on force account basis under provisions of G.A.M.-300 is requested.

It is in the public interest to do this work with State forces. The signing will be coordinated with the contractors work, by the State Sign Crew. It is not practical to contract the work as it will not all be done at one time, and the state has facilities to do the work much more economically. The contractor is not equipped for this work.

Equipment rental rates will conform to the standard schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cw
Encl.

RECEIVED
FEB 20 1957
FOR FILING

[illegible]

4825

February 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering moving existing water pipe on the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4825, in connection with Federal Aid Project No. I-78(32).

This work is necessary to move water pipes encountered in grading operations. Location of the pipes in the grading area was not known, or shown on the plans. It was anticipated in the contract, plans and Special Provisions, that a pump enclosure would be constructed and pipe adjusted, and $500.00 was included in the Project Authorization to cover the work. It was not, however, expected to find the pipe in the grading area.

Very truly yours,

W. C. Williams
State Highway

By

Forrest Cooper
Deputy State Highway Engineer

DDP:lbr

A

RECEIVED
[illegible] 1957
[illegible] FILING

I-78 (32)

4825

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1957

SUBJECT: Fords Bridge-Canyonville
Pacific Highway
Contract No. 4825

To. Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

With reference to my letter of February 11 regarding the additional 72,000 cubic yards of extra material generated by laying back the slopes through the big cut, I wish to advise that this extra work involved should be covered with a price agreement with the contractor.

As a matter of fact, this material being all common and the contractor's bid price being for a composite material, it is thought that a more favorable price should be obtained than the contract price. See what you can do with regard to this. Of course, if he refuses to give us a more favorable price we will still have to execute a price agreement at the contract price which will at least protect us against a future claim.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

NOTED
FORREST COOPER

Salem, Oregon
February 14, 1957

Fords Bridge-Canyonville
Section, Pacific Highway.
Contract No. 4825

Mr. Tom Edwards
Construction Engineer

I note Mr. Young's letter to Mr. Morgan regarding change in quantities and grade on the Fords Bridge-Canyonville Section, Contract No. 4825.

Do you think anything from the contractor, such as a Price Agreement, is necessary?

Forrest Cooper
Deputy State Highway Engineer

FC:me

1

FORM E-20X—20M—11-55—00233

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1957

SUBJECT: Fords Bridge-Canyonville
Pacific Highway
Contract No. 4825

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to your letter of February 8 in which it is pointed out that we will have to move an additional 72,000 cubic yards of material on the subject named job in order to take the common terrace material overlying the solid rock back on a suitable slope. In connection with this, you submitted a grade change to minimize the overrun in excavation and arrived at a balance requiring the 72,000 yards of waste. Your proposal has been studied in detail and seems a logical and workable solution for the problem. You are therefore authorized to proceed with the excavation as you outlined in your letter. It is anticipated that this additional excavation will still not overrun the project authorization unless there are further unforeseen problems.

Will you please take the necessary steps to hold this type of thing to a minimum as it is believed that this problem should have been foreseen at the time the job was being designed.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:js

cc Forrest Cooper ✓
S. H. Probert

NOTED
FORREST COOPER

RECEIVED
FEB 13 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 1957
FOR FILING

I 22([illegible])

4825

File

Salem, Oregon
February 8, 1957

Mr. R. L. Porter
Right of Way Engineer

Claim - Douglas Forest
Protective Association.
Fords Bridge Unit, Pacific
Highway, Contract No. 4825.

The Douglas County Forest Protective Association of Roseburg has made claim against the State for reduction of the volume of water that it has been able to produce from the well on its property, which, I believe, is located southerly from Roseburg.

I am attaching copies of correspondence from our Geologist, Lloyd Woolfe, and from Assistant Construction Engineer Young, for your information. These cases are somewhat parallel to the "sore back" claims common to automobile accident cases; however, it would appear in this instance that we are vulnerable.

Would you please have someone in your organization confer with Mr. Morgan and attempt to work out a settlement within the $500 suggested in Mr. Young's letter. If such a settlement can be arrived at, a release will then be necessary before payment is made.

Please advise.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Encl.

Release signed -
warrant being processed
for payment

FORM E-30X—90M—11-56—90228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1957

SUBJECT:
Fords Bridge Unit
Pacific Highway
Hwy. Cut Interference with
Douglas Forest Protective Assn.
Well, Station 381+50, 225 Lt.

To:

Mr. Tom Edwards
Construction Engineer
Office

Attention: L. H. Young

Reference is made to your Construction Division Assignment No. 16Y, dated January 25, 1957. I examined this well problem in the field with Cecil Gall, Resident Engineer, on January 31st.

Ground water supplying the well comes from the high ridge west of the old highway. It infiltrates to the well through cracks and joints in the granite-type bedrock. The cut, about 25-foot deep, has interferred to some extent with the capacity of the 113-foot deep well.

I believe interference is sufficient that the State should make some compensation for the affected well. The well has not been totally dried up, but its capacity has gone down.

I think a cash settlement in the neighborhood of $500.00 would be ample, and far cheaper than our:

1. Attempting to bring water from the river 900 feet horizontally and 180 feet vertically.
2. Trying to dispute the case in court.
3. Drilling another well to the same depth, and getting with the new and old well the original capacity of the old well.

I base $500.00 as a settlement on the fact that drilling another well (113 feet x $5.00 per foot) plus another pump would cost at least $750.00.

The Association has never been satisfied with the quantity of this well, and had intended to bring water up from the river in the near future anyway. They wish to combine whatever sum the State would grant with their own funds for bringing up water from the river.

A nearby dug well was completely dried up by the highway cut as grade was below well bottom.

Ray Webber
Staff Assistant

By Lloyd Woolfe

Lloyd Woolfe
Geologist

LW:ob

FORM 230—50M—8-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1957

SUBJECT: Fords Bridge Unit
Pacific Highway
Contract No. 4825

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am forwarding herewith a claim from the Douglas Forest Protective Association regarding the yield of water in their well which is located 225 feet easterly of Station 381+50 on the subject named project.

We did not buy right of way from the Douglas Protective Association. I have referred the matter to our Geologist for report, a copy of which is attached. In his report Geologist Woolfe expresses the opinion that we did contribute to the lessening of yield in the well by construction of a road bed cut which is approximately 25 feet deep at centerline. The Association has indicated that they would like to bring water up from the river for taking care of their grounds, washing cars, and fire protection and would use the existing well for purely domestic purposes. They have indicated to Mr. Woolfe that they would settle for $500 which, of course, would be cheaper than attempting another well. In view of Mr. Woolfe's statement that the ground water supplying the well is intercepted by the highway and that its method of reaching the well was infiltration through cracks and joints in the granite-type bedrock, it would appear that we have a liability as this would not be classed as percolating water.

In view of the above and Mr. Woolfe's report, it is recommended that the Right of Way or Legal Department negotiate a settlement with the Douglas Protective Association. A copy of their letter is attached hereto. I am also forwarding a cross section showing the relationship of the well with our highway roadbed. After inspecting this cross section, will you please return it for our files.

RECEIVED
FEB 5 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

DOUGLAS FOREST PROTECTIVE ASSOCIATION
ROSEBURG, OREGON

January 11, 1957

[illegible]

Attention: [illegible]

Dear Sir:

On [illegible] that the well of the South Douglas [illegible] Station [illegible] half the [illegible] of water from this [illegible] before the [illegible] would have [illegible] understand was [illegible] work.

[illegible] from you on this [illegible] when I have [illegible].

[illegible] Station was able [illegible] well furnished [illegible] this amount of water [illegible] this station.

The [illegible] of the Douglas Forest Protective Association will meet [illegible] the middle of February and I would [illegible] before this time [illegible] what [illegible] the [illegible] expects to take in regard to this [illegible].

Very Sincerely yours,

Fred L. Southwick
Fred L. Southwick
District Fire Warden

Roseburg Division
Received
JAN 15 1957

RECEIVED
JAN 7 - 1957
FOR FILING

I-78 (32)

4825

January 4, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering removing and resetting power poles on the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4825, in connection with Federal Aid Project No. I-78(32).

The present pole line is on private property. It is necessary to move some poles for new construction.

The work will be done by the California-Oregon Power Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DGP:cr
Encl.

9

RECEIVED
DEC 19 1956
FOR FILING

I-78(32)

4825

December 19, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter regarding comparison of the cost per acre between the bid price under Item 1 of the Contract and Price Agreement No. 1 of Contract No. 4825, Fords Bridge-Canyonville Unit, in Douglas County, in connection with Oregon Project I-78(32).

The average price for clearing and grubbing under Item 1 of the Contract is $710.23 per acre. The price per acre under Price Agreement No. 1 is $750.00. Approximately one-half of the clearing consists of light to moderate clearing. The other half, and through Stations 419 - 435, consists of heavy clearing on rough and steep terrain.

The additional $40.00 per acre for extra clearing in the heaviest and most difficult section is not out of line with the average bid price under Item No. 1.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:cr

/

FORM 830—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 14, 1956
Canyonville, Oregon

SUBJECT: P. A. No. 1
Contract No 4825

To: D. B. Parkes
Engineer Assistant
Oregon State Highway Dept.
Salem, Oregon

In regard to your letter of December 10th, your assumption that the clearing was done and excavation was started is incorrect. Approximately one half of the clearing in this area was completed prior to initiating this agreement. This extra clearing involved going back over that which was already done, making it necessary to clean up the same area again.

The $750.00 figure can be justified since approximately one half of the total acreage consisted of light to moderate clearing on level or rolling terrain and the other one half, station 419-435, consisted of heavy clearing on rough, rocky and very steep terrain; therefore, the average bid price of $710.23 does not show the true picture as it exists. All of the extra clearing is in the rough section and the average bid price cannot be used as a basis for comparison and a break down of the area must be used.

R. L. Lammert
R. L. Lammert
Res. Engineer

Salem, Oregon
December 10, 1956

P.A. No. 1
Contract No. 4825

Mr. R. L. Lammert
Resident Highway Engineer
Canyonville, Oregon

Will you please help me justify the price of $750 per acre on P.A. No. 1, Contract 4825, Fords Bridge-Canyonville Unit, in Douglas County?

The average price under Contract Item No. 1 is $710.23 per acre (21.12A for lump sum of 15,000). If clearing has been done, and excavation done, or is well under way between stations 417-435+50, there should be ample justification for an additional $40.00 per acre. I hesitate to make the statement to the Bureau of Public Roads without confirmation.

If my assumption is not true, we may be able to collect Federal funds on $710 per acre.

I am enclosing a copy of letter from Bureau of Public Roads.

D. B. Parkes
Engineer Assistant

DBP:lmr

Enclosure

1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. Probert

08-35 December 7, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-78(32)
Fords Bridge-Canyonville Unit
Price Agreement No. 1

Dear Sir:

Before we can approve subject Price Agreement, we should have further information on comparison between the cost per acre for the clearing work under Item 1 of the contract and the $750.00 per acre mentioned in the Price Agreement.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

21.12 A @ [illegible] [illegible] per A

RECEIVED
DEC 10 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC [illegible] 1956
FOR FILING

FORM E-20X—[illegible]

I-78 (32)

4825

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1956

SUBJECT:

To: ~~Mr. Frank Morgan~~
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between C. R. O'Neil and the Pacific Concrete Company, covering Items 14 to 20, inclusive, on the Fords Bridge-Canyonville Contract No. 4825, Oregon I-78 (32) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

RECEIVED
DEC 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

A

RECEIVED
DEC 21 1956

FOR FILING

I-78 (32)

4825

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1956

SUBJECT:

To: Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between C. R. O'Neil and Warren Northwest, Inc., covering Items 24 to 40, inclusive, on the Fords Bridge-Canyonville Contract No. 4825, Oregon I-78 (32) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

RECEIVED
DEC 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
[illegible] 1956
FOR FILING

I-78 (32)

4825

December 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4825, in connection with Federal Aid Project No. I-78(32).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DSF:ia

Encl.

A

RECEIVED
NOV 28 1956
FOR FILING

I-78 (32)

[illegible]

November 27, 1956

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4825, which was awarded to you by the State Highway Commission on October 30, 1956, covering Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl
encl.

RECEIVED
NOV 8 1956
FOR FILING

I-78(32)

4825

November 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 10, 1956, on Contract No. 4825, Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section in Douglas County, in connection with Federal Aid Project No. I-78(32).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmr

A A

RECEIVED
OCT 30 1956
FOR FILING
OREGON DISTRICT

I-78 (32)

4825

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 30, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-78(32), Fords Bridge-Canyonville Section of the Pacific Highway in Douglas County, we hereby concur as of this date in award of contract to C. R. O'Neil, Creswell, Oregon, low bidder in the amount of $697,708.00 at the September 27, 1956 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
OCT 30 1956
OREGON
STATE HIGHWAY COMMISSION

FORM E-123 50M REVISED 2-5

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 31 1956
FOR FILING
I-78 (32)
4825

4

October 30, 1956

The California Oregon Power Company
216 West Main Street
Medford, Oregon

Re: The California Oregon Power Company
Power-line Adjustment
Fords Bridge-Canyonville Unit
Pacific Highway
Douglas County

Gentlemen:

On September 27, I wrote to you regarding moving of several power poles on the above titled project.

Advice has now been received that there is an additional pole located opposite Station 504+45, the moving of which will be necessary.

This is to request that the pole be moved and to advise you that compensation will be made therefor in accordance with the letter of September 27.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Frank Morgan
Mr. F. W. Farrar
Mr. Robert L. Lammert

NOTED
FORREST COOPER

RECEIVED
OCT 30 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1956
FOR FILING

I-4 (32)

4825

October 30, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Fords Bridge-Canyonville Section of the Pacific Highway in Douglas County, Project I-78(32), to C. R. O'Neil of Creswell, Oregon, on the basis of the bid of $697,708.00 submitted on September 27, 1956.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
OCT 31 1956
FOR FILING
I-72 [illegible]
4825

October 30, 1956

Mr. C. R. O'Neil
2525 Highway 99 South
Grants Pass, Oregon

Dear Sir:

The State Highway Commission on September 27, 1956 accepted your proposal for grading and paving on the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County for the sum of $697,708.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4825.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.

Att. Dorothy McCormack

R. G. Savage, SIAC
Tom Edwards
S. H. Probert

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

S
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 3[illegible], 1956
[illegible] A.M.

C. R. O'Neil
2525 Highway 99 South
Grants Pass, Oregon

Contract for grading and paving Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of Pacific Highway, Douglas County, for which you submitted low bid on September 27, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-906)
C. W. Head
Files ✓

rn
Enc. 1

RECEIVED
OCT 9 1956
FOR FILING

I-98 (32)

4825

October 8, 1956

Laura Goodell, City Recorder
City Hall
Canyonville, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of a throughway agreement between the State Highway Commission and the City of Canyonville covering the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
OCT 9 1956
FOR FILING

file P

MISC. CONTRACTS and
AGREEMENTS No. 1788

Salem, Oregon
October 8, 1956

56

Throughway Agreement, City of Canyonville, Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached is a conformed copy of a throughway agreement with the City of Canyonville relative to the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

One fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Canyonville, Oregon.

Secretary

rn
Attach: 1

FORM 230—12½M—6-55—68208

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1956

SUBJECT: Throughway Agreement, City of Canyonville, Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County

To: G. S. Paxson
Assistant State Highway Engineer
Office

Attached hereto are six copies of a proposed throughway agreement to be entered into with ~~Douglas County~~ City of Canyonville relative to the Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of the Pacific Highway. This agreement has been prepared in response to your request dated July 24, 1956.

Exhibit "A" which is to be made a part of this agreement will be supplied by the County and City Relations Division.

Robert P. Amacher
ROBERT P. AMACHER
Assistant Attorney

dm

Attach.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Sept 26, 1956

RECEIVED
AUG 14 1956
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids to be received 9-27-56.
Secretary

Provides for closure of city streets & maintenance by City of Canyonville.

ASSIGNMENT

Date: 8/14/56 No. 56 By GSP

Description: Throughway agreement with City of Canyonville covering Fords Bridge-Canyonville Unit, Myrtle Creek-Canyonville Section of Pac. Hwy. in Douglas County.

Acknowledged by____ Referred to CATTRALL

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._______
__Contact correspondent and report

Remarks: Please supply Exhibit "A", check, and if okay secure signatures of City officials.

Executed 10/10/56 Report Received________

REGON
WAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

r 3, 1956

pany

istrict Manager

California-Pacific Utilities Company
Telephone Line Adjustment
Fords Bridge-Canyonville Unit
Pacific Highway
Douglas County

ission proposes the construction of the
has been received that it will be neces-
elephone lines and facilities on the
y between Stations 412 and 448, which
of approximately 22 poles. Further
be secured from Mr. Robert L. Lammert,
y Commission, with headquarters at

In view of the fact that the facilities lie within the existing right of way, it will be necessary that the relocation thereof be made at the expense of California-Pacific Utilities Company without reimbursement by the Highway Commission. A search of our files has disclosed that the existing facilities are within the highway right of way limits without any permit from this department, and, it is suggested that when the facilities are moved application be made for a permit for the facilities in their new location. It may be that there are other facilities in that area which occupy the public highway right of way without formal permit and it is suggested that these be included in the application.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. Frank Morgan
Mr. F. W. Farrar
Mr. Robert L. Lammert
California-Pacific Utilities Company
405 Montgomery Street
San Francisco 4, California

RECEIVED
OCT 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

FORM E-123 80M REVISED 2-52

RECEIVED
OCT 4 1956
FOR FILING

I-28 (322)

48.25

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 3, 1956

California-Pacific Utilities Company
Myrtle Creek, Oregon

Attention: Mr. G. A. O'Mealy, District Manager

Re: California-Pacific Utilities Company
Telephone Line Adjustment
Fords Bridge-Canyonville Unit
Pacific Highway
Douglas County

Gentlemen:

The State Highway Commission proposes the construction of the above titled project and advice has been received that it will be necessary to move and relocate your telephone lines and facilities on the northeasterly side of the highway between Stations 412 and 448, which work will involve the relocation of approximately 22 poles. Further details regarding the matter can be secured from Mr. Robert L. Lammert, Resident Engineer for the Highway Commission, with headquarters at Canyonville, Oregon.

In view of the fact that the facilities lie within the existing right of way, it will be necessary that the relocation thereof be made at the expense of California-Pacific Utilities Company without reimbursement by the Highway Commission. A search of our files has disclosed that the existing facilities are within the highway right of way limits without any permit from this department, and, it is suggested that when the facilities are moved application be made for a permit for the facilities in their new location. It may be that there are other facilities in that area which occupy the public highway right of way without formal permit and it is suggested that these be included in the application.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. Frank Morgan
Mr. F. W. Farrar
Mr. Robert L. Lammert
California-Pacific Utilities Company
405 Montgomery Street
San Francisco 4, California

RECEIVED
OCT 4 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
[illegible]

FORM E-123 50M REVISED 2-52

RECEIVED
1956
FOR FILING

I-28 (32)

4825

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 27, 1956

The California Oregon Power Company
216 West Main Street
Medford, Oregon

Re: The California Oregon Power Company
Power-line Adjustment
Fords Bridge-Canyonville Unit
Pacific Highway
Douglas County

Gentlemen:

The State Highway Commission is receiving bids for the construction of the above titled project and advice has been received that it will be necessary for you to make a revision of your power line facilities consisting of two poles in the vicinity of Station 491+50. These poles were installed under Permit No. 3051, issued March 3, 1949. Under the terms of the permit it will be your obligation to accomplish this change at your expense and it is requested that you proceed with the work at as early a date as possible so as not to interfere with the operations of the State's contractor.

It also appears that there are several poles outside of the original right of way which will have to be relocated, which are as follows:

At Station 405+70;	2 poles northerly from the relocated centerline.
At Station 433+90;	1 pole northeasterly from the relocated centerline.
At Station 448+00;	1 pole southwesterly from the relocated centerline.
At Station 450+00;	1 pole southwesterly from the relocated centerline.
At Station 457+75;	1 pole southwesterly from the relocated centerline.
At Station 481+34;	1 pole southwesterly from the relocated centerline.

The State Highway Commission will reimburse you for the necessary and proper expense of the relocation of these poles but no compensation will be made for improvements in your facilities not rendered necessary by the relocation work.

Further details regarding the relocation of your facilities may be secured from Mr. Robert L. Lammert, Resident Engineer for the Highway Commission, with headquarters at Canyonville, Oregon.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Frank Morgan
Mr. W. C. Crews
Mr. Robert L. Lammert

NOTED

RECEIVED
SEP 11 1956
~~FOR~~ FILING

OREGON DISTRICT

I-78 (32)

4825

08-35

R

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

September 10, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project I-78(32), Fords Bridge-Canyonville Unit of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
STATE [illegible]
NOTED
FORREST COOPER

FORM E-123 50M REVISED 8-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 9 1957
FOR FILING
1825

September 7, 1956

Mr. [illegible] G. Park
District Engineer
Bureau of Public Roads
403 State Highway Building
Salem, Oregon

NOTED
H. B. GLAISYER

Dear Sir:

In compliance with the provisions of PPM 20-8 dated August 16, 1956, the Mayor of Canyonville was notified on August 24, 1956, that the Highway Commission was planning to call for bids in the near future on the Fords Bridge-Canyonville Unit of the Myrtle Creek-Canyonville Section of the Pacific Highway. A copy of this notice is attached. Also attached is a copy of a reply from the City of Canyonville stating that a hearing is not necessary.

The State Highway Department has considered the economic effects of the location of the project in adopting this location.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JWC:mm
Att.

cc: F. Cooper
S. H. Probert
J. W. Cattrall
H. B. Glaisyer

• CITY HALL • • CITY OF CANYONVILLE •
• CANYONVILLE, OREGON

1859

August 29,1956

Oregon State Highway Dept.
Oregon State Highway Commission
Salem, Oregon.

Dear Sirs:

Your letter of the 24th concerning the Federal-aid highway project, was posted.

The City Council does not think a hearing would be necessary and as far as they could learn no citizen has wxpressed a desire for one.

Yours very truly

City of Canyonville

Laura Goodell
Laura Goodell - City Recorder.

RECEIVED
AUG 31 1956
OREGON
STATE HIGHWAY COMMISSION

Photo copies of this letter sent to following on 8-31-56:
Commissioners
C. G. Polk, BPR
Forrest Cooper
J. W. Cattrall
C. W. Enfield
G. S. Paxson

CERTIFIED MAIL August 24, 1956

Mr. Ed Oaks, Mayor
City Hall
Canyonville, Oregon

Dear Sir:

The Oregon State Highway Commission is planning to call for bids in the near future for the construction of the [illegible] Bridge-Canyonville Unit of the Myrtle Creek-Canyonville Section of the Pacific Highway. This will be a Federal-aid project.

This project will extend into the corporate limits of Canyonville. The project will consist of four lanes to meet those previously constructed through Canyonville and connecting legs between the old and new highways as shown colored in red on the attached map. It also includes a frontage road along the west side to connect with Fifth Street as shown in green on the attached map.

This notice is given in conformance with ORS 373.015. Section 116(c), Federal-aid Highway Act of 1950, also provides that opportunity for hearing be given as follows: "Any State highway department which submits plans for a Federal-aid highway project involving the bypassing of, or going through, any city, town, or village, either incorporated or unincorporated, shall certify to the Commissioner of Public Roads that it has had public hearings, or has afforded the opportunity for such hearings, and has considered the economic effects of such a location;-----

It would be appreciated if a notice could be posted in a public place in order that the citizens may have the opportunity to express to you their desire for a hearing should such desire exist.

A reply as to whether a hearing should be held would be appreciated by August 31st in order that the project may proceed without delay.

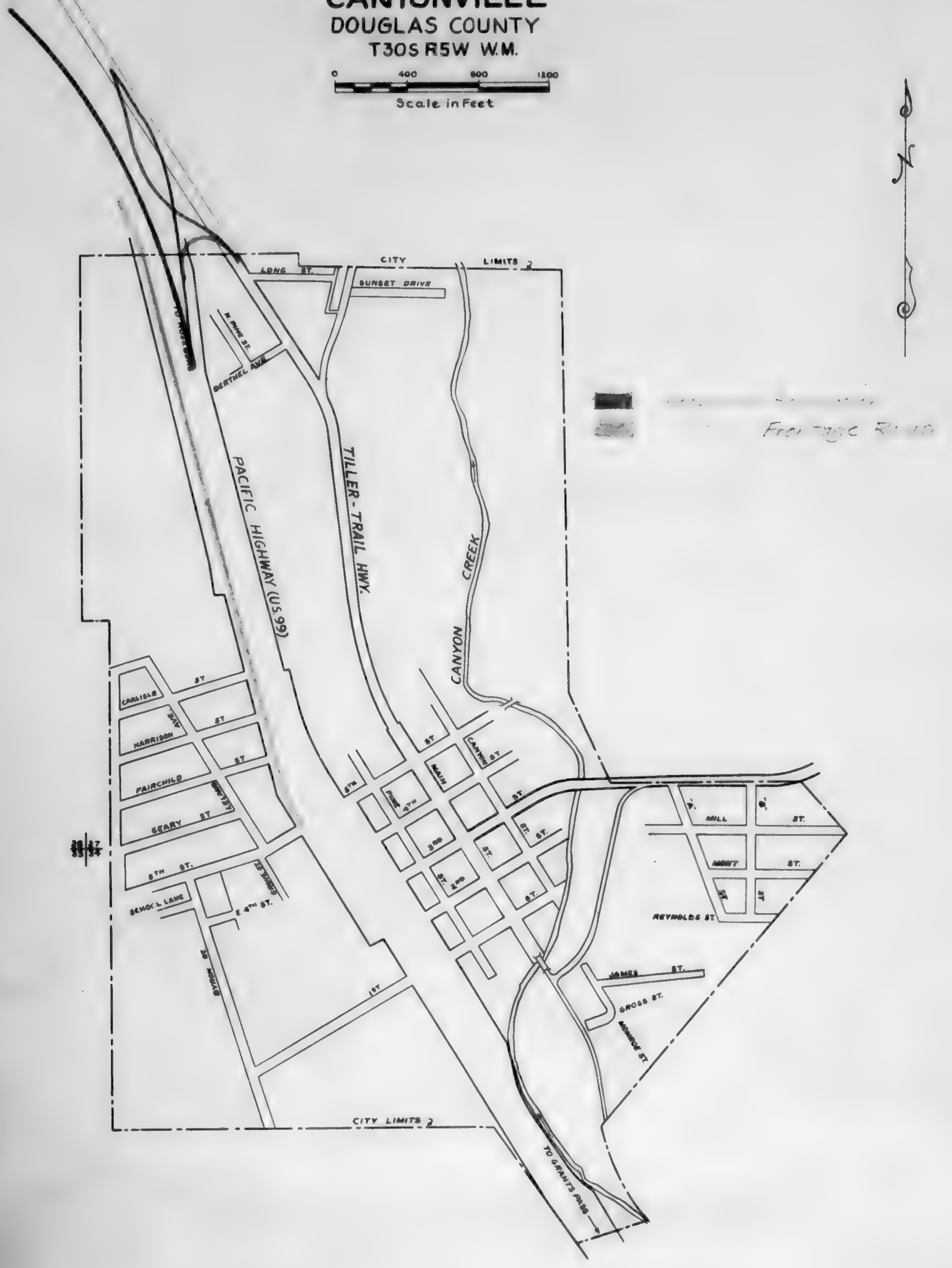
Very truly yours,

By: H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.
cc: Commissioners
B.P.R.
Forrest Cooper, C. W. Enfield, & J. W. Cattrell

OREGON STATE HIGHWAY DEPARTMENT

CANYONVILLE
DOUGLAS COUNTY
T30S R5W W.M.


0
400
800
1200
Scale in Feet
N
Frontage Road
CITY LIMITS
LONG ST.
SUNSET DRIVE
N. MAIN ST.
BERTHEL AVE.
TO ROSEBURG
PACIFIC HIGHWAY (U.S. 99)
TILLER-TRAIL HWY.
CANYON CREEK
CARLISLE ST
AVE.
HARRISON ST
FAIRCHILD ST
LELAND
GEARY ST
5TH ST.
SCHOOL LANE
E 4TH ST.
BYRON ST.
1ST
5TH
PINE
4TH
MAIN
CANYON ST
ST
3RD
2ND
ST.
A
B
MILL ST.
MONT ST.
ST
REYNOLDS ST.
JAMES ST.
GROSS ST.
MONROE ST.
28 27
33 34
CITY LIMITS
TO GRANTS PASS

Rev. 2-6-56
T-3-38

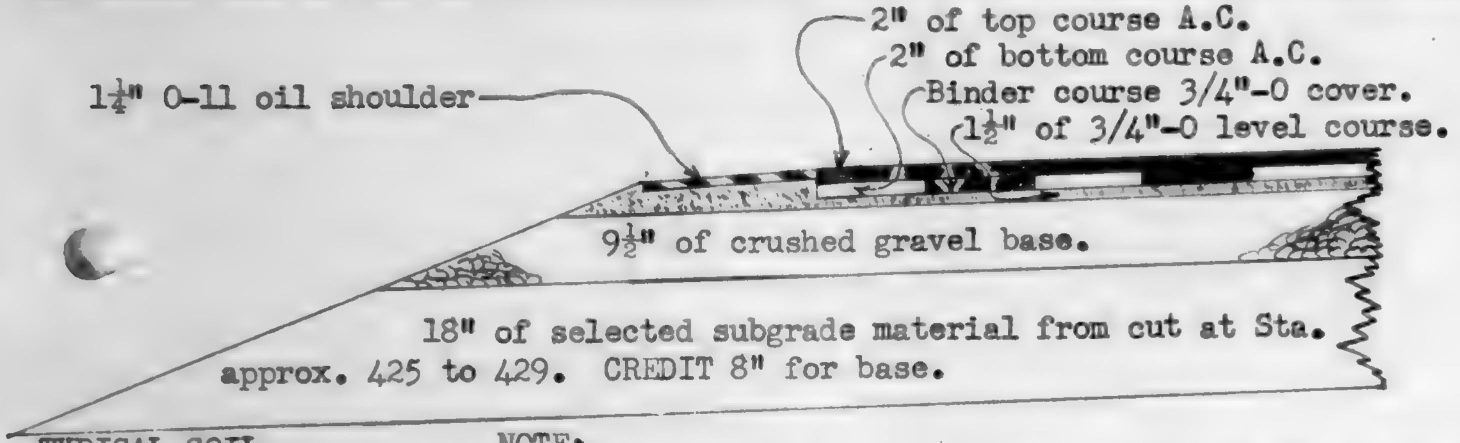
OREGON STATE HIGHWAY

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Ford Bridge - Canyonville Highway Pacific County Douglas Prefix 10-1484

Res. Engr. J. A. Rowland Length of Project 1.8± Miles. Sta. 398+00 to Sta. 492+74 Date 7-17-56

TYPICAL SECTIONS ADT Trucks - 600 Traffic Classification - VH


2" of top course A.C.
2" of bottom course A.C.
1¼" O-11 oil shoulder
Binder course 3/4"-0 cover.
1½" of 3/4"-0 level course.
9½" of crushed gravel base.
18" of selected subgrade material from cut at Sta. approx. 425 to 429. CREDIT 8" for base.

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			4 1½ 9½	A.C. Level Base
18" selected material -	subgrade CREDIT		8	For base
23			23	
"C" LINE 32+00 to 85+79				
			2 1½ 8	A.C. Level Base
11			11½	

TYPICAL SOIL
78 % Pass 200
32 LL
9 PI
32 % Silt
15 "R" Value

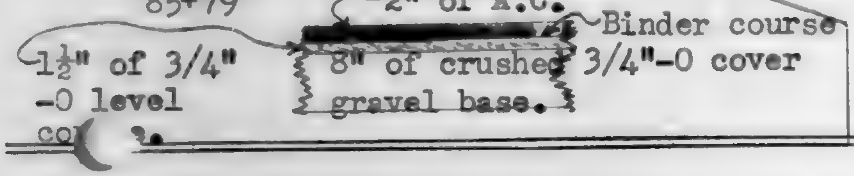
NOTE:

The above section will pertain to the following for base and wear thickness, exception - see "D" line.

Main Roadway
"B" 98+00 to 106+00
"C" 0+00 to 32+00
"D" 412+50 to 435+50 (a temporary O-11 oil mat with 2" of A.C. (to be placed at a later date.)

All speed change lanes.
"E" 7+50 to 12+50
"G" 59+15 to 67+00

Section for "C" 32+00 to 85+79


2" of A.C.
Binder course 3/4"-0 cover
1½" of 3/4"-0 level course.
8" of crushed gravel base.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
G.B. 300' lt, Sta. 431, M.P. (Old) 228.25, Pacific Hwy. (Dodge Bar - State Owned.)	179074	2.69	Gravel	4	19.1	3.2	18.2	1.8	22	0	Base and A.C.

cc Deputy State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Clarence J. Grigg
Ass't Soils Engineer

Recommended by L. W. Young
Construction Engineer

Recommended by L. W. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

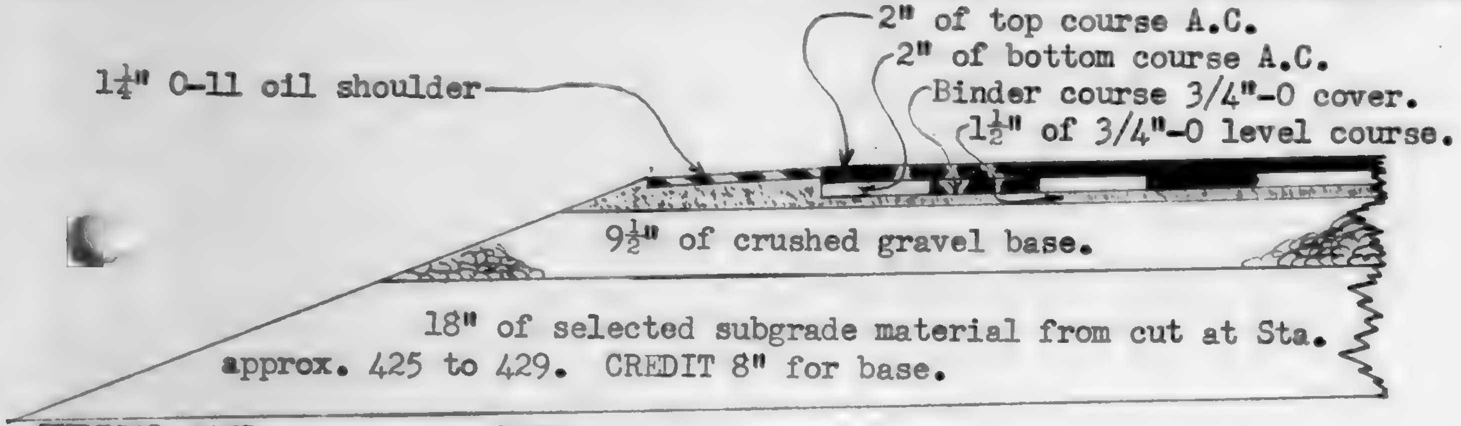
170(32) 5
1141

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Ford Bridge - Canyonville Highway Pacific County Douglas Prefix 10-1484

Res. Engr. J. A. Rowland Length of Project 1.8± Miles. Sta. 398+00 to Sta. 492+74 Date 7-17-56

TYPICAL SECTIONS ADT Trucks - 600 Traffic Classification - VH



2" of top course A.C.
2" of bottom course A.C.
Binder course 3/4"-0 cover.
1½" of 3/4"-0 level course.
1¼" O-11 oil shoulder
9½" of crushed gravel base.
18" of selected subgrade material from cut at Sta. approx. 425 to 429. CREDIT 8" for base.

	Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
				4 1½ 9½	A.C. Level Base
18" selected subgrade material	-	CREDIT		8	For base
	23			23	
"C" LINE 32+00 to 85+79				2 1½ 8	A.C. Level Base
	11			11½	

TYPICAL SOIL
78 % Pass 200
32 LL
9 PI
32 % Silt
15 "R" Value

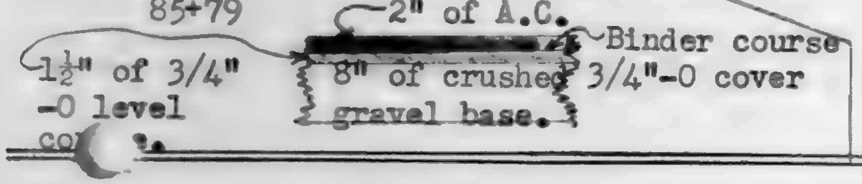
NOTE:

The above section will pertain to the following for base and wear thickness, exception - see "D" line.

Main Roadway
"B" 98+00 to 106+00
"C" 0+00 to 32+00
"D" 412+50 to 435+50 (a temporary O-11 oil mat with 2" of A.C. (to be placed at a later date.)

All speed change lanes.
"E" 7+50 to 12+50
"G" 59+15 to 67+00

Section for "C" 32+00 to 85+79



2" of A.C.
Binder course 3/4"-0 cover
1½" of 3/4" -0 level course.
8" of crushed gravel base.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 1/4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
G.B. 300' lt, Sta. 431, M.P. (Old) 228.25, Pacific Hwy. (Dodge Bar - State Owned.)	179074	2.69	Gravel	4	19.1	3.2	18.2	1.8	22	0	Base and A.C.

cc Deputy State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Clarence J. Gregg
Asst Soils Engineer

Recommended by L. N. Young
Construction Engineer

Recommended by L. W. Hanna
Engineer of Materials

Approved by W. C. Hill
Deputy State Highway Engineer

F-127(f) East and West Forks Illinois 1956
R. Fr. Sec. of the Redwood
Highway

A

RECEIVED
SEP 14 1959
FOR FILING
F 127(6)

41826

September 11, 1959

Oregon State Highway Commission

Gentlemen:

On September 8, 1959, approval was granted for the establishment of a 35-mile-per-hour construction speed zone on the Redwood Highway between M.P. 3[illegible] and M.P. 32.2[illegible] due to the construction on the West Fork of the Illinois River Bridge. Your concurrence is recommended.

This letter will be on the Agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk me

cc Mr. G. S. Paxson
Mr. F. B. Crandall

RECEIVED
JUL 20 1958
FOR FILING

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS

E. and W. Forks Illinois
River Bridge Section
Contract No. 4826
F127 [illegible]

Grade and Pave
Durbin Bros, Contractors
Glenn Roberts, Resident Engineer

Redwood Highway
Prefix: 17-1027-201(41)

9726

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$ 14,000	$9,296.35	$ 9,296.35	$ 14,000.00
Drainage Excav., Unclass.	4,150.97	Cu. Yds.	2.50	2.14	8,914.08	10,369.68
General Excav., Unclass.	202,626.9	Cu. Yds.	0.30	0.22	45,861.15	60,788.07
Short Overhaul	740,400	Yd. Sta.	0.015	0.011	8,378.91	11,106.00
Long Overhaul	9,898.5	C-yd. Sta.	0.40	0.30	2,987.56	3,959.40
Finish R/B and Slopes	2.26	Mile	800.00	445.19	1,006.15	1,808.00
Rounding Cutbanks	8,587	Lin. Ft.	0.17	0.14	1,228.80	1,459.79
18" Half-circle CMP	82	Lin. Ft.	5.00	4.74	388.84	410.00
18" Concrete Pipe	1,989	Lin. Ft.	4.25	4.16	8,267.76	8,453.25
36" Concrete Pipe	117	Lin. Ft.	10.50	9.74	1,139.84	1,228.50
*Class "A" Concrete	15.89	Cu. Yds.	55.00	50.00	794.50	873.95
*Metal Reinforcement	1,572	Lbs.	0.15	0.14	220.08	235.80
Metal Sight Posts	60	Each	3.00	2.48	148.63	180.00
Metal Guard Rail	1,946	Lin. Ft.	3.30	3.16	6,164.80	6,421.80
*Sacked Aggregate - Cement Riprap	638.32	Cu. Yds.	30.00	25.56	16,317.17	19,149.60
**Coarse Crushed Mat'l in Base	21,857.5	Cu. Yds.	1.90	1.88	41,174.53	41,529.25
**3/4"-0 Mat'l in Base	5,905	Cu. Yds.	2.30	2.30	13,581.50	13,581.50
**Sprinkling	2,528.3	M-gal.	2.50	2.36	5,982.59	6,320.75
***Preparation of Base	2.26	Mile	300.00	224.73	507.91	678.00
***3/4"-0 Mat'l in Binder	447	Cu. Yds.	5.00	4.01	1,794.64	2,235.00
***RC-3 Asphalt	59.06	Ton	50.00	42.91	2,534.40	2,953.00
***Asphaltic Concrete Mixture	8,463.17	Ton	5.20	4.31	36,480.68	44,008.48
***85-100 Asph. in Mixture	473.24	Ton	36.00	35.84	16,962.78	17,036.64
***RS-1 Asph. in Tack Coat	0.48	Ton	65.00	137.18	65.85	31.20

~~#4026~~

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***Extra for Asph. Conc. Approaches	32	Each	$30.00	$26.03	$ 833.10	$ 960.00
***Furn. and Placing Aggregate	970	Cu. Yds.	5.50	4.39	4,261.36	5,335.00
***RS-1 Asphalt	18.6	Ton	60.00	49.50	920.83	1,116.00
*PA #1 Cement Adj., Favor of State -	101.2	Bbl.	4.66	---	---	- 471.59
PA #2 Selected Bar-run Backfill	56	Cu. Yds.	2.50	2.08	116.81	140.00
PA #3 6" Perf. Metal Drain Pipe, Uncoated	300	Lin. Ft.	2.00	1.78	534.47	600.00
PA #3 Special Backfill in Drain	60	Lin. Ft.	5.00	4.66	279.67	300.00
****PA #4 Type 2 Fence	260.2	Rod	6.48	6.48	1,686.10	1,686.10
****PA #4 16' Gate	1	Each	84.50	84.50	84.50	84.50
***PA #5 120-150 Asphalt	64.97	Ton	50.00	41.20	2,676.86	3,248.50
PA #6 Salvage and re-lay 18" Concrete Culvert Pipe	78	Lin. Ft.	1.20	1.26	98.40	93.60
***PA #7 Purchase Excess 120-150 Asphalt	2.79	Ton	24.50	34.79	97.09	68.36
***PA #7 Barreling 120-150 Asphalt	2.79	Ton	3.00	2.46	6.85	8.37
**PA #8 ¼"-#10 Cr. Rock in S.P.	134.8	Cu. Yds.	0.75	0.75	101.10	101.10
**PA #8 1½"-3/4" Cr. Rock in Stockpile	93.9	Cu. Yds.	0.75	0.75	70.43	70.43
**PA #8 ½"-¼" Cr. Rock in S.P.	53.5	Cu. Yds.	0.75	0.75	40.13	40.13
**PA #8 3/4"-3/8" Cr. Rock in S.P.	1,178.6	Cu. Yds.	0.75	0.75	883.95	883.95
**PA #8 3/8"-0 Cr. Rock in S.P.	187	Cu. Yds.	0.75	0.75	140.25	140.25
**PA #8 3/4"-½" Cr. Rock in S.P.	32.5	Cu. Yds.	0.75	0.75	24.38	24.38
Screen Rejections on Road	642	Cu. Yds.	0.25	0.25	160.50	160.50
Haul Screen Rejections	577.5	Yd. Mi.	0.12	0.12	69.30	69.30
Force Account					620.49	711.70
					$243,906.07	$284,195.99
Outside Work	9,184	Cu. Yds.	0.35	0.27	2,569.78	3,214.40
	42,924	Cu. Yds.	0.25	0.27	11,706.78	10,731.00
					$258,182.63	$298,140.80

#4826

* Work done all or in part by Tom Lillebo Construction Company

** Work done all or in part by John Saxton

*** Work done all or in part by Central Paving Company

**** Work done all or in part by R & M Construction Company

	Gross Revenue	Total Cost	Net Profit	Net Loss	% Profit or Loss of Gross Revenue
Durbin Bros., Contract 4826	$218,796.89	$189,089.44	$29,707.45		13.5
Central Paving Co., Contract 4826	65,399.10	54,816.63	10,582.47		16.2
Total for Project	$284,195.99	$243,906.07	$40,289.92		14.2
Other work by Durbin Bros.	$ 13,945.40	$ 14,276.56		$331.16	- 0.2
TOTAL	$298,141.39	$258,182.63	$39,958.76		13.4

ITEMS OF WORK CONTROLLED BY DURBIN BROS.

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$14,000	$9,296.35	$ 9,206.35	$ 14,000.00
Drainage Excav., Unclass.	4,150.97	Cu. Yds.	2.50	2.14	8,914.08	10,377.43
General Excav., Unclass.	202,626.9	Cu. Yds.	0.30	0.22	45,861.15	60,788.07
Short Overhaul	740,400	Yd. Sta.	0.015	0.011	8,378.91	11,106.00
Long Overhaul	9,898.5	C-yd. Sta.	0.40	0.30	2,987.56	3,959.40
Finish R/B and Slopes	2.26	Mile	800.00	445.19	1,006.15	1,808.00
Rounding Cutbanks	8,587	Lin. Ft.	0.17	0.14	1,228.80	1,459.79
18" Half-Circle CMP	82	Lin. Ft.	5.00	4.74	388.84	410.00
18" Concrete Pipe	1,989	Lin. Ft.	4.25	4.16	8,267.76	8,453.25
36" Concrete Pipe	117	Lin. Ft.	10.50	9.74	1,139.84	1,228.50
*Class "A" Concrete	15.89	Cu. Yds.	55.00	50.00	794.50	873.95
*Metal Reinforcement	1,572	Lb.	0.15	0.14	220.08	235.80
Metal Sight Posts	60	Each	3.00	2.48	148.63	180.00
Metal Guard Rail	1,946	Lin. Ft.	3.30	3.16	6,164.80	6,421.80
Sacked Aggregate-Cement Riprap	638.32	Cu. Yds.	30.00	25.56	16,317.17	19,149.60
Coarse Crushed Mat'l in Base	1,595.5	Cu. Yds.	1.90	1.67	2,676.73	3,031.45
**Coarse Crushed Mat'l in Base	20,262	Cu. Yds.	1.90	1.90	38,497.80	38,497.80
**3/4"-0 Mat'l in Base	5,905	Cu. Yds.	2.30	2.30	13,581.50	13,581.50
Sprinkling	576.3	M-gal.	2.50		1,102.59	1,440.75
**Sprinkling	1,952	M-gal.	2.50	2.50	4,880.00	4,880.00
**3/4"-0 Mat'l in Binder	447	Cu. Yds.	2.00	2.00	894.00	894.00
**Asph. Conc. Mixture	8,463.17	Ton	1.10	1.10	9,309.48	9,309.48
**Furn. & Place Aggregate	970	Cu. Yds.	2.50	2.50	2,425.00	2,425.00
*PA #1 Cement Adj., Favor of State	-101.2	Barrels	4.66	---	---	- 471.59
PA #2 Selected Bar-run Gravel Backfill	56	Cu. Yds.	2.50	2.08	116.81	140.00
PA #3 6" Perf. Metal Drain Pipe Uncoated	300	Lin. Ft.	2.00	1.78	534.47	600.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #3 Special Backfill in Drains	60	Cu. Yds.	$ 5.00	$ 4.66	$ 279.67	$ 300.00
***PA #4 Type 2 Fence	260.2	Rod	6.48	6.48	1,686.10	1,686.10
***PA #4 16' Metal Gate	1	Each	84.50	84.50	84.50	84.50
PA #6 Salv. & Re-lay 18" Conc. Pipe	78	Lin. Ft.	1.20	1.26	98.40	93.60
**PA #8 ¼"-#10 Cr. Rock in S.P.	134.8	Cu. Yds.	0.75	0.75	101.10	101.10
**PA #8 1½"-3/4" Cr. Rock in S.P.	93.9	Cu. Yds.	0.75	0.75	70.43	70.43
**PA #8 ½"-¼" Cr. Rock in S.P.	53.5	Cu. Yds.	0.75	0.75	40.13	40.13
**PA #8 3/4"-3/8"CR. Rock in S.P.	1,178.6	Cu. Yds.	0.75	0.75	883.95	883.95
**PA #8 3/8"-0 Cr. Rock in S.P.	187	Cu. Yds.	0.75	0.75	140.25	140.25
PA #8 3/4"-½" Cr. Rock in S.P.	32.5	Cu. Yds.	0.75	0.75	24.38	24.38
PA #8 Screen Rejects on Road	642	Cu. Yds.	0.25	0.25	160.50	160.50
PA #8 Haul Screen Rejects to Road	577.2	Yd. Mi.	0.12	0.12	69.30	69.30
Force Account					317.73	362.67
					$189,089.44	$218,796.89
Other Work Done by Durbin Bros.	42,924	Cu. Yds.	$ 0.25	$ 0.27	$ 11,706.78	$ 10,731.00
	9,184	Cu. Yds.	0.35	0.27	2,569.78	3,214.40
					$203,366.00	$232,742.29

* Work done all or in part by Tom Lillebo

** Work done all or in part by John Saxton

*** Work done all or in part by R & M Construction Co.

Detail of Cost
Durbin Bros., Contractor

Labor:

Labor Insurance	$ 3,599.99	
Labor	39,111.57	
Health and Welfare	1,332.90	$ 44,044.46

Materials:

18" Half-Circle Corr. Metal Pipe	82	Lin. Ft.	at	$1.98	$ 162.36	
18" Concrete Pipe	1,989	" "	"	2.76	5,489.64	
36" " "	117	" "	"	7.46	872.82	
Metal Sight Posts	60	Each	"	1.38	82.80	
Metal Guard Rail (Incl. Hardware)	1,946	Lin. Ft.	"	1.66	3,230.36	
6" Perf. Metal Drain Pipe	300	" "	"	0.91	273.00	
6" Bands	14	Each	"	1.13	127.69	
Freight on 6" Perf. Pipe					24.64	
Base Aggregate Purchased	1,333	Cu. Yd.	"	1.35	1,799.55	
Special Backfill Aggregate	60	" "	"	3.00	180.00	
Bar-Run Aggregate	56	" "	"	1.00	56.00	
Misc. Supplies					14.44	12,313.30

Equipment Rentals and Misc. Expense:

Equipment Rental (Own)	$49,329.49	
Equipment Rental (Hired)	1,752.95	
Gas, Oil and Grease	5,255.99	
Small Tools	366.36	
P.L. & P.D. Insurance	488.89	
Bond	1,177.99	
Home Office & General Overhead	4,560.45	62,932.12

Paid Tom Lillebo	$11,227.70	
Paid John Saxton	71,077.82	
Paid R & M Construction Co.	1,770.60	84,076.12
Total Cost		$203,366.00

WORK DONE BY CENTRAL PAVING COMPANY

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	2.26	Mile	$300.00	$224.73	$ 507.91	$ 678.00
3/4"-0 Mat'l in Binder	447	Cu. Yds.	3.00	2.01	900.64	1,341.00
RC-3 Asphalt	59.06	Ton	50.00	42.91	2,534.40	2,953.00
Asphaltic Conc. Mixture	8,463.17	Ton	4.10	3.21	27,171.20	34.699.00
85-100 Asph. in Mixture	473.24	Ton	36.00	35.84	16,962.78	17,036.64
RS-1 Asph. in Tack Coat	0.48	Ton	65.00	137.18	65.85	31.20
Extra for Asph. Conc. Approaches	32	Each	30.00	26.03	833.10	960.00
Furnish & Place Aggregate	970	Cu. Yds.	3.00	1.89	1,836.36	2,910.00
RS-1 Asphalt	18.6	Ton	60.00	49.50	920.83	1,116.00
PA #5 120-150 Asphalt	64.97	Ton	50.00	41.20	2,676.86	3,248.50
PA #7 Purch. Excess 120-150 Asph.	2.79	Ton	24.50	34.79	97.09	68.36
PA #7 Barreling 120-150 Asphalt	2.79	Ton	3.00	2.46	6.85	8.37
Force Account					302.76	349.03
					$54,816.63	$65,399.10

Detail of Cost
Central Paving Co.

Labor:

Labor	$12,421.30	
Labor Insurance	948.99	
Health and Welfare	356.17	$13,726.46

Materials:

RC-3 Asphalt	59.06	Ton at	$27.20	$ 1,606.43	
Freight on RC-3 Asphalt	59.06	" "	10.30	608.32	
85-100 Asphalt	473.24	" "	24.50	11,594.38	
Freight on 85-100	473.24	" "	10.30	4,874.34	
RS-1 Asphalt	19.08	" "	27.00	515.16	
Freight on RS-1 Asphalt	19.08	" "	14.00	260.40	
120-150 Asphalt	67.76	" "	24.50	1,660.13	
Freight on 120'150	67.76	" "	10.30	697.92	
Heating Oil				1,363.21	23,180.29

Equipment Rentals and Misc. Expense:

Equipment Rental (Own)	$ 7,976.64	
Rented Equipment	5,852.50	
Gas, Oil and Grease	895.97	
Travel Expense	474.05	
Bond	390.15	
Small Tools	60.00	
P.L. & P.D. Insurance	155.16	
Home Office and General Overhead	2,105.41	17,909.88
		$54,816.63

Breakdown of Paving Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	8,463.17	Ton	$ 4,838.51	$ 0.571
Feed Plant	"	"	1,129.31	0.134
Mix	"	"	10,690.08	1.263
Aggregate in Mixture	"	"	9,310.40	1.100
Haul to Street	"	"	4,231.01	0.500
Street	"	"	6,234.50	0.736
Cost of Mixture	8,463.17	Ton	$36,433.81	$ 4.304
Asphalt in Mixture	473.24	Ton	$16,962.78	$35.84
Total Cost of Asphaltic Concrete	8,463.17	Ton	$53,396.59	$ 6.309

Total Plant Time	92 Hours
Plant Down Time	8 "
Operating Time	84 Hours

Average Tons Produced per Hour = 8,463.17 ÷ 84 = 100.7 Tons

Remarks:

This was a "Federal Aid Primary Project" located on the Redwood Highway in Josephine County. The southerly end of the project was at Station 479+00.94, which station is approximately 0.57 mile southerly of the old bridge over the West Fork Illinois River. The northerly end of the project was at Station 673+50, which station is at the junction of the Redwood and the Oregon Caves Highway at Cave Junction. No work was to be performed between Station 547+57.33 Back = 553+61.00 Ahead and Station 613+89.39 Back = 615+00 Ahead, a distance of 1.14 miles. The overall length of the grading and paving was 2.26 miles.

The work to be done under this project consisted of the construction of 2.26 miles of highway roadbed, stone base and shoulders, asphaltic concrete pavement, the construction of Type 0-11 modified oil mat wearing surface on highway shoulders, frontage roads and road connections, the construction of two reinforced concrete box culvert extensions and the performance of such additional and incidental work as called for in the plans and specifications.

The project was bid on September 28th, 1956 by Durbin Bros. It was awarded to them on October 30th, 1956. The contractor began work on the project on October 16th, 1956 and completed the project on November 19th, 1957. The final estimate was dated February 20th, 1958.

On October 16, 1956 the contractor moved in and began clearing, using a D-8 dozer and a power saw and a crew of 5 men. The clearing, consisting mostly of brush with a few scattered trees, progressed rapidly and was completed during the week ending November 24th, 1956.

On November 7th, 1956 the contractor began grading, using three D-8 caterpillar tractors with dozer blades, at the east end of the East Fork bridge.

On November 13th, 1956 he moved his grading equipment, consisting of three D-8 cats with dozers, three D-3 20's and a #12 Caterpillar motor grader, to the West Fork bridge area. Grading in this area stopped on December 4th, 1956 due to wet weather. During the period between December 4th, 1956 and May 10th, 1957 the contractor worked his grading equipment intermittently.

On May 13th, 1957 the contractor was able to resume his grading operation at top capacity, using the same equipment as before. The grading was completed during the week ending June 29th, 1957.

During the period that the grading equipment was inactive the contractor installed concrete drain pipe and placed the sacked cement riprap. He hired Tom Lillebo to mix and sack the aggregate for this work.

During the week ending June 8th, 1957 the contractor placed the coarse base material at the north and south ends of the East Fork Unit where traffic was required to travel over the new grade.

During the week ending June 15th, 1957 John Saxton, subcontractor on hauling and placing aggregates, began hauling from stockpiles located at the crushing plant 0.4 mile west of Mile Point 12.25 on the Redwood Highway. The aggregate was hauled in three 10 cu. yd. trucks and two 8 cu. yd. trucks. It was processed with a #12 blade, a 3-leg roller and a 2,000-gal. water truck.

Remarks (Cont'd):

He completed this work except for a small amount to be placed on the shoulders during the week ending August 31st, 1957.

During the week ending July 20th, 1957 the subcontractor on paving, The Central Paving Co., began moving in and setting up their 3,000# batching plant adjacent to the source of base aggregates. He began paving during the week ending August 17th, 1957, using a variable number of hired trucks to haul to the road, a Barber-Green paver to place and a 3-leg roller and a tandem on finishing. He made good progress and completed the paving on August 23rd, 1957.

On August 26th, 1957 the subcontractor on paving began placing the Type 0-11 oil mat on the Rockydale Road and frontage road. This work was completed on August 27th, 1957.

The principal contractor, not being able to complete his work until the County removed the old bridge across East Fork Illinois River, closed down the project on September 6th, 1957.

On October 15th, 1957 the contractor again returned and began work on the project. He removed the old fill at the south end of the old East Fork bridge and placed the sacked cement riprap necessary to finish the work in this area. The grading contractor finished work on the project on October 25th, 1957.

On November 5th, 1957 the subcontractor on fencing began preparation for installing the fence. In this work he used a crew of 3 men and a flatbed truck. This work was completed on November 19th, 1957, which completed all work on the project.

Both contractors, having good equipment, bid prices and supervision, made a good profit.

M. N. Juve
Chief Cost Analyst

By . . F. W. Sugnet

[illegible] 4826

Monthly transaction number 6-39	For[illegible]-2A (5-31-57)	State Oregon
Project report number 6	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Josephine Project number F-127(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 25, 1957, is hereby modified as follows:

Revised estimated total cost of project $315,783.00

Revised Federal funds $187,554.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of June, 1958.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

Chairman, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

By Kenneth Fridley

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

East + West Fork Illinois River [illegible] section
Redwood Highway
Josephine County

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4826 4826 Durbin Bros. 10-30-56

DATE OF COMPLETION:

Completed: 11-19-57
Accepted: 1-16-58 Final payment mailed 3-14-58

REMARKS: Modification of Original Project Agreement to increase amount of Federal Funds

March 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate, to include work done by the California-Oregon Power Company, as a basis for modification of project agreement for the East and West Forks Illinois River Bridge Section, Project No. F-12~~8~~7(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WHC:ia

Oregon State Highway Department

Federal Aid
Project No. F-127(6)

EAST AND WEST FORKS ILLINOIS RIVER BRIDGE

SECTION OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Revised estimate as a basis for modified project agreement. Based on final construction quantities of low bid prices and approved Price Agreements, Extra Work Order and State Force Orders.)

Salem, Oregon, March 24, 1958

Type Code 6201
Roadway (Sta. 479+00.94 to Sta. 547+57.33)(Sta. 615+00 to Sta. 673+50)
(Contract No. 4226)

Clearing and Grubbing	All	Required	$	$ 14,000.00
Drainage Excavation, Unclassified	4,150.97	cu. yds.	2.50	10,377.43
General Excavation, Unclassified	202,626.9	cu. yds.	0.30	60,788.07
Short Overhaul	740,400	yd. sta.	0.015	11,106.00
Long Overhaul	9,898.5	C-yd.sta.	0.40	3,959.40
Finishing Roadbed and Slopes	2.26	mile	800.00	1,808.00
Rounding Cutbanks	8,587	lin. ft.	0.17	1,459.79
18-inch Half-Circle Corrugated Metal Pipe	82	lin. ft.	5.00	410.00
18-inch Concrete Pipe	1,989	lin. ft.	4.25	8,453.25
36-inch Concrete Pipe	117	lin. ft.	10.50	1,228.50
Class "A" Concrete	15.89	cu. yds.	55.00	873.95
Metal Reinforcement	1,572	lbs.	0.15	235.80
Metal Sight Posts	60	only	3.00	180.00
Metal Guard Rail	1,946	lin. ft.	3.30	6,421.80
Sacked Aggregate-Cement Riprap	638.32	cu. yds.	30.00	19,149.60
Coarse Crushed Material in Base	21,857.5	cu. yds.	1.90	41,529.25
3/4" - 0 Material in Base	5,905	cu. yds.	2.30	13,581.50
Sprinkling	2,528.3	M-gals.	2.50	6,320.75
Preparation of Base	2.26	mile	300.00	678.00
3/4" - 0 Material in Binder Course	447	cu. yds.	5.00	2,235.00
RC-3 Asphalt	59.06	tons	50.00	2,953.00
Asphaltic Concrete Mixture	8,463.17	tons	5.20	44,008.48
85-100 Asphalt in Mixture	473.24	tons	36.00	17,036.64
RS-1 Asphalt in Tack Coat	.48	tons	65.00	31.20
Extra for Asphaltic Concrete Approaches	32	only	30.00	960.00
Furnishing and Placing Aggregates	970	cu. yds.	5.50	5,335.00
RS-1 Asphalt	18.6	tons	60.00	1,116.00

APPROVED PRICE AGREEMENTS, EXTRA WORK ORDERS, AND STATE FORCE ORDERS

PA #1	Cement Adjustment (Favor of State)	101.2	bbl.	$4.66	$ - 471.59 Cr.
PA #2	Select Bar Run Gravel Backfill	56	cu. yds.	2.50	140.00
PA #3	6-inch Perf. Metal Drain Pipe, Uncoated	300	lin. ft.	2.00	600.00
PA #3	Special Backfill in Drains	60	cu. yds.	5.00	300.00
PA #5	120-150 Asphalt	64.97	tons	50.00	3,248.50

FAO#1	Flagging (57½% of Contractor's Cost)	All Required	$	$ 646.25
SFO#285	California-Oregon Power Co.	All Required		4,414.62
S-P	Screen Rejects on Road	642 cu. yds.	0.25	160.50
S-P	Haul Screen Rejects	577.5 yd. mi.	0.12	69.30
			Subtotal	$285,343.99
			Engr. & Cont.	21,278.33
			Total	$306,622.32

Length of Roadway - - - - - - - - 2.260 Miles
Length of 2 Structures- - - - - 0.147 Mile (Exceptions)
Total Length- - - - - - - - - - 2.407 Miles
Cost of Roadway Per Mile- - - - $135,673.59

Federal Funds- -	$190,013.00
State Funds- -	116,609.32
	$306,622.32

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

EAST AND WEST FORKS ILLINOIS RIVER BRIDGE

SECTION OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

F-127(6)

Cost of work done by the California Oregon Power Company, bills dated December 31, 1956 and February 28, 1957.

Labor	$ 4,713.29
Material	4,923.00
Transportation	906.59
Less Credit for useable material returned	- 2,070.38
Credit for years of service	- 1,531.59
Credit for California Oregon Power Company Share	- 2,526.29
Total	$ 4,414.62

Mont[illegible] Transaction No. 4-70
Project Report No. 3

Form PR 2 (Revised 1950)

State Oregon
Project No. F-127(6)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 1957, by and between ~~The Oregon State Highway Commission~~ , constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of August, 1956, a program, which was approved on the 30th day of August, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 10th day of September, 1956, and the sum of one hundred eighty six thousand, and 00/100 dollars ($186,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

COPY SENT WASHINGTON
[illegible] APR 25 1957

APR [illegible] 957

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ____________________ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 479+00.94 and 673+50, Cave Junction south, ____________________, length 2.260 miles, in Josephine County, being Oregon project No. F-127(6), consisting of 2.260 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ____________ ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred eighty six thousand, and 00/100 dollars ($ 186,000.00), which does not exceed the authorized Federal pro rata share of three hundred thousand, eight hundred seventy five and 30/100 dollars ($ 300,875.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter [illegible], Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Conrad Reynolds
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Robert W. Sawyer
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By C. F. Polk
District ~~Division~~ Engineer,
Bureau of Public Roads.

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the East and West Fork Illinois River Bridge Section, Project No. F-127(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:ia

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

East and West Park Street [illegible] Bridge Section
Redwood Highway
Josephine County

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4826 Durbin Bros. 10-30-56

DATE OF COMPLETION:

140 Workdays from 11-9-56

REMARKS:

March 21, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the East and West Fork Illinois River Bridge Section, Project No. F-127(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

BMC:ia

Oregon State Highway Department

Federal Aid
Project No. F-127(6)

EAST AND WEST FORKS ILLINOIS RIVER BRIDGE

SECTION OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 18, 1957

Type Code 6201
Roadway (Sta. 479/00.94 to Sta. 547/57.33)(Sta. 615/00 to Sta. 673/50)
(Contract No. 4826)

All Required	Clearing and Grubbing	$	$ 14,000.00
1,700 cu. yds.	Drainage Excavation, Unclassified	2.50	4,250.00
210,000 cu. yds.	General Excavation, Unclassified	0.30	63,000.00
766,000 yd. sta.	Short Overhaul	0.015	11,490.00
10,300 C-y.sta.	Long Overhaul	0.40	4,120.00
2.26 mile	Finishing Roadbed and Slopes	800.00	1,808.00
8,100 lin. ft.	Rounding Cutbanks	0.17	1,377.00
36 lin. ft.	18-inch Half-Circle Corrugated Metal Pipe	5.00	180.00
1,300 lin. ft.	18-inch Concrete Pipe	4.25	5,525.00
130 lin. ft.	36-inch Concrete Pipe	10.50	1,365.00
46 cu. yds.	Class "A" Concrete	55.00	2,530.00
5,400 lbs.	Metal Reinforcement	0.15	810.00
60 only	Metal Sight Posts	3.00	180.00
1,900 lin. ft.	Metal Guard Rail	3.30	6,270.00
670 cu. yds.	Sacked Aggregate-Cement Riprap	30.00	20,100.00
22,000 cu. yds.	Coarse Crushed Material in Base	1.90	41,800.00
5,500 cu. yds.	3/4" - 0 Material in Base	2.30	12,650.00
1,400 M-gals.	Sprinkling	2.50	3,500.00
2.26 mile	Preparation of Base	300.00	678.00
400 cu. yds.	3/4" - 0 Material in Binder Course	5.00	2,000.00
66 tons	RC-3 Asphalt	50.00	3,300.00
8,200 tons	Asphaltic Concrete Mixture	5.20	42,640.00
490 tons	85-100 Asphalt in Mixture	36.00	17,640.00
12 tons	RS-1 Asphalt in Tack Coat	65.00	780.00
24 only	Extra for Asphaltic Concrete Approaches	30.00	720.00
30 tons	RS-2 Asphalt	55.00	1,650.00
150 cu. yds.	Aggregate in Pavement Seal	6.00	900.00
760 cu. yds.	Furnishing and Placing Aggregates	5.50	4,180.00
60 tons	150-200 Asphalt	50.00	3,000.00
18 tons	RS-1 Asphalt	60.00	1,080.00
		Subtotal	$273,523.00
		10% Engr. & Cont.	27,352.30
		Total	$300,875.30

Length of Roadway 2.260 Miles
Length of 2 Structures 0.147 Mile (Exceptions)
Total Length 2.407 Miles
Cost of Roadway Per Mi. $133,130.66

Federal Funds..	$186,000.00
State Funds..	114,875.30
	$300,875.30

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
APR 23 1958
FOR FILING

F 127
4826

April 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover three copies of final voucher No. F-127(6), E. and W. Forks Illinois River Bridge in the amount of $16,869.00.

This voucher shows the final cost and federal funds requested for the project exceeding the set up of funds in the project agreement, and accordingly, it is requested the agreement be modified to conform with the revised amount.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JWN:bb

RECEIVED
APR 7 1958
FOR FILING

5727 61

4-6

filed

Apr. 4, 1958

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

We have received a carbon copy of a letter addressed to the Secretary of State by Industrial Supply Company, stating that their claim in the amount of $551.79 against Contract No. 4858, awarded to John R. Saxton for rock production on the Hayes Hill-West Fork Illinois River Section of the Redwood Highway, and Contract No. 4826, awarded to Durbin Bros. for work on the East & West Forks Illinois River Bridge Section, has been paid.

This claim was submitted to our office and your Company was notified on Dec. 12, 1957.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

Mr. John R. Saxton
5461 S. W. Dillard Highway
Roseburg, Oregon

Durbin Bros.
Route 5, Box 480
Eugene, Oregon

Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Victor S. Risley Co.
Board of Trade Bldg.
Portland 4, Oregon

Commissioners, W. C. Williams, Forrest Cooper

NOTED ON CARD

RECEIVED
APR 7 1958
FOR FILING

[illegible]

[illegible]

Apr. 4, 1958

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

We have received a carbon copy of a letter addressed to the Secretary of State by Industrial Supply Company, stating that their claim in the amount of $551.79 against Contract No. 4858, awarded to John R. Saxton for rock production on the Hayes Hill-West Fork Illinois River Section of the Redwood Highway, and Contract No. 4826, awarded to Durbin Bros. for work on the East & West Forks Illinois River Bridge Section, has been paid.

This claim was submitted to our office and your Company was notified on Dec. 12, 1957.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

Mr. John R. Saxton
5461 S. W. Dillard Highway
Roseburg, Oregon

Durbin Bros.
Route 5, Box 480
Eugene, Oregon

Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Victor S. Risley Co.
Board of Trade Bldg.
Portland 4, Oregon

Commissioners, W. C. Williams, Forrest Cooper

NOTED ON CARD

INDUSTRIAL SUPPLY CO.
P. O. Box 432
Roseburg, Oregon

March 27, 1958

Secretary of State
Salem, Oregon

Re: Saxton pmt. on Notice
of Claim filed by Ind.
Supp. Co. 12/6/57

Dear Sir:

Notice is hereby given that the amount of $551.79 has been paid Industrial Supply Co. relative to Durbin Contract #4826 - Cave Jct. and Saxton Contract #4858 Cave Jct.

As of this date the amount of $3,183.75 under Central Contract #4857 - Louse Creek filed in conjunction with the contracts listed in paragraph one above remains unpaid.

Yours very truly,

INDUSTRIAL SUPPLY CO.

E. H. Hamilton

eh
cc: State Highway Dept.
State Highway Commission

NOTED
H. B. GLAISYER

RECEIVED
MAR 28 1958
OREGON
STATE HIGHWAY COMMISSION

COPY

NOTED ON CARD
cm

file

RECEIVED
MAR 18 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 12, 1958

F-127(3)

~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)	
4826 4826	15 Final	Durbin Brothers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4806	H206500	$ 9,874.93	3/12/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion date: 140 workdays from Nov. 9, 1956

Time Extensions: None

Completion Date: Nov. 19, 1957

Date Accepted: Jan. 16, 1958

Penalties: None of record

Claims: Claim by Industrial Supply Co. for materials in amt. $551.79.

Remarks:

Date: Mar. 12, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 1 4 1958
GRW.

NOTED ON CARD
em

RECEIVED
MAR - 1958
FOR FILING

Mar. 4, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4826 for grading and paving on the East and West Forks, Illinois River Bridge Section of the Redwood Highway in Josephine County was completed by the contractor, Durbin Brothers, on Nov. 19, 1957, and was formally accepted by the Highway Commission on Jan. 16, 1958.

Final payment in the amount of $9,874.93 will be released to the contractor on or after Mar. 14, 1958. The total contract amount is $284,195.99, of which amount $711.70 represents force account items.

There is a claim filed against this contract, of which you have been previously notified, by Industrial Supply Co. for materials in the amount of $551.79.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

om

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 2[illegible] 1958
FOR [illegible]

Jan. 20, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Durbin Brothers in connection with Contract No. 4826, for grading and paving on the East and West Forks Illinois River Bridge Section of the Redwood Highway in Josephine County. This payment, in the amount of $2,011.03, will be released to the contractor on or after Jan. 30, 1958. The retained percentage is $8,484.16.

There is a claim filed against this project by Industrial Supply Company, of which you have been previously notified, in the amount of $551.79.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 20 1957
FOR FILING

E127(L)

822

Dec. 20, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Durbin Bros. a portion of the funds heretofore retained by the Commission on Contract No. 4826, for East and West Forks Illinois River Bridge Section grading and paving, on the Redwood Highway in Josephine County.

This payment, in the amount of $23,860.76, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $8,421.96. The present payment will be released on or after Dec. 30, 1957.

There is a claim filed against this contract, of which you have been previously notified, by Industrial Supply Co. for materials in the amount of $551.79.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

[illegible]

RECEIVED
DEC 17 1957
FOR FILING

[illegible]

[illegible]

December 16, 1957

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of December 12 which had attached to it three copies of a claim filed with your office by Industrial Supply Co. in the amount of $3,183.75 against our Contract No. 4857, awarded to Central Paving Company; and the sum of $551.79 against contract No. 4826, awarded to Durbin Bros., and Contract No. 4858, awarded to John R. Saxton.

The claim bears your file No. 3587.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
[illegible]

file

RECEIVED
DEC 17 1957
FOR FILING

[illegible]
4626

December 16, 1957

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Industrial Supply Co., through George Luoma, U. S. National Bank Building, Roseburg, Oregon. The claim is in the amount of $3,183.75 for materials furnished on our Contract No. 4857, awarded to Central Paving Company for paving the Louse Creek-Grants Pass Section of the Pacific Highway in Josephine County. These materials were apparently furnished to John R. Saxton, Roseburg, who may have operated as a subcontractor.

The claim also specifies an amount of $551.79 for materials furnished on our Contract No. 4626, awarded to Durbin Bros. for construction of the East and West Forks, Illinois River Bridge Section on the Redwood Highway in Josephine County; and on Contract No. 4858, awarded to John R. Saxton for rock production on the Hayes Hill-West Fork, Illinois River Bridge Section of the Redwood Highway in Josephine County. No breakdown is given as to the amount which applies to each of these contracts.

This information is provided as your Company appears as surety on the performance bond furnished with each of these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CC:
Victor S. Risley Co.
243 Board of Trade Bldg.
Portland 4, Oregon

Central Paving Co.
Independence, Oregon

Mansfield & Co.
302 Lewis Bldg.
Portland 4, Ore.

Durbin Bros.
Eugene, Oregon

John R. Saxton
5461 S. W. Dillard Hwy.
Roseburg, Oregon

Commissioners, W. C. Wliams, Forrest Goper

NOTED ON CARD

NOTICE OF CLAIM

TO: STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY DEPARTMENT AND OREGON STATE HIGHWAY COMMISSION, AND SECRETARY OF STATE OF STATE OF OREGON.

NOTICE IS HEREBY GIVEN that the undersigned, INDUSTRIAL SUPPLY CO., has a claim for miscellaneous materials furnished, which materials are more particularly referred to in Exhibit A attached hereto, in the sum of $ 3,183.75 against the bond taken from Central Paving Co., an Oregon corporation, as principal, and United Pacific Insurance Company, a corporation organized and existing under the laws of the State of Washington, as surety for the work performed by Central Paving Co. in paving a section of Pacific Highway known as Louse Creek - Grants Pass Section in Josephine County under Contract No. 4857 which was awarded to said Central Paving Co. by the Oregon State Highway Department.

Said materials were sold to John R. Saxton who performed a portion of the work involved in said Contract 4857.

Further, you are also hereby notified that the undersigned Industrial Supply Co. has an additional claim for similar materials furnished in the sum of $ 551.79 against the bonds taken from Walter J. Durbin, Howard F. Durbin, Clarence A. Durbin and Wallace R. Durbin, co-partners dba Durbin Bros. of Eugene, Oregon, as principal, and the aforementioned United Pacific Insurance Company as surety, under Contract No. 4826, and also for said materials and said amount against the bond taken from John R. Saxton as principal and the aforementioned United Pacific Insurance Company as surety under Contract No. 4858.

This joint reference to Contracts 4826 and 4858 is made because in Exhibit A attached a description of materials furnished is charged under column identified Durbin, being Contract 4826 and the segregation has not been made in said Exhibit A to indicate what portion thereof, of the charges listed under Durbin and Contract 4826, apply to Saxton, being Contract 4858. All of the items listed under Contract 4826 represent materials furnished to John R. Saxton and some of the same he used in performing under Contract 4858 as a principal contractor and the balance thereof as a subcontractor under Contract No. 4826. There is no need to segregate said items for the purposes of this Notice because the surety bonding company under each of said contracts is identical and the principal obligor, for the payment of said claims, is John R. Saxton.

Exhibit A is by this reference and said attachment made a part hereof as if fully written herein.

DATED this 6th day of December, 1957.

INDUSTRIAL SUPPLY CO.

By____________________
President

RECEIVED
DEC 2 1957
FOR FILING

[illegible]

4826

December 2, 1957

Mr. George Luoma
U. S. National Bank Building
Roseburg, Oregon

Dear Sir:

This is in reply to your letter of November 22 concerning claims, in unstated amounts, by Industrial Supply Co. against our Contracts 4826, 4858, and 4857. The certified copies of the contracts will be forwarded by separate mail as soon as they have been prepared.

Contract 4857, awarded to Central Paving Company, was completed October 31, 1957 but has not yet been accepted by the Highway Commission.

Contract 4858, awarded to John R. Saxton, was completed July 10, 1957 and accepted by the Highway Commission September 12. Final payment was mailed September 20.

Contract 4826, awarded to Durbin Bros., was completed November 19, 1957 but has not yet been accepted by the Highway Commission.

Although you are no doubt familiar with the law, we have attached, for your convenience, excerpts outlining procedure for filing with the Secretary of State.

If you wish us to consider these claims as filed with this office, please advise the amounts and other pertinent data.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RECEIVED
NOV 26 1957
FOR FILING

F-127(6)
4826

November 25, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 19, 1957, on Contract No. 4826, East and West Forks, Illinois River Bridge Section, in Josephine County, in connection with Federal Aid Project No. F-127(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
cc: Clarence O. Swenson

Form E-1—10M—12-56

F [illegible] (6)
4526

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 23, ~~1955~~, 1957

Section East & West Forks Illinois River Bridge

Kind of work Grading & Paving

Highway Redwood County Josephine

Section prefix 17-1027

Contractor Durbin Bros.

Contract number 4826

Date of contract October 30, 1956

Specified work days 140

Date work started October 16, 1956

Work days used 123

Project authorization $315,644.63

Exclusive of engineering $253,198.79

Per cent of time elapsed 87.86 %

Estimated cost of completed project, exclusive of engineering $293,198.79

Estimated per cent overrun ~~or underrun~~ None %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $22,445.84

Engineering cost to date $21,411.00, 95.4 %

Date project was completed November 19, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Fencing Contractor completed stretching the woven wire on Monday, and stretched all the barbed wire on Monday and Tuesday of this week.

This Completes all the work on this project.

It is estimated that the surfacing contractor will have all of his Equipment moved out, and the crushing site cleaned up by december 20, 1957.

RECEIVED
1957

NOTED E. J. B.

Noted
M. N. Juve

Signed E. Roberts

Address P. O. Box 306, Grants Pass

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 136

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.26	2.26		2.67	2.26
Miles partially completed	None	None		None	None
Miles completed	2.26	2.26		2.67	2.26
Total estimated quantities (contract)	210,000	27,500		78 Tons Oil 760 Cu. Yds.	8200
Total quantities corrected to date	195,500	27,762		83 Tons Oil 970 Cu. Yd.	8464
Estimated quantities moved or placed to date	195,500	27,762		83 Tons Oil 970 Cu Yd.	8464
Average daily quantities Past Week	°°°-------	-------		-------	-------
Average daily quantities necessary to complete project on time	-------	-------		-------	-------
Number shifts per day	1	-------		-------	-------
Hours per shift	8	-------		-------	-------
Average force on project for week	3	-------		-------	-------

Men 3

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Showers		
Tuesday	Partly Cloudy		
Wednesday	Rain		
Thursday	Clear		
Friday	Fair		
Saturday			

RECEIVED
SEP 11 1957
FOR FILING

[illegible]

[illegible]

August 23, 1957

Mr. Frank Strickland
Post Office Box 112
Cave Junction, Oregon

Dear Sir:

I have your letter of August 20, 1957 and am sorry to hear that paving operations at Cave Junction have been causing you distress. This project, in common with all other highway work, is done by contract, and, of course, the contractor is responsible for his acts the same as anyone else. If, as a result of his operations, you have been damaged, you should look to him for relief. For your information, the contractor on this job is Durbin Bros., whose address is Route 5, Box 480, Eugene, Oregon.

Road jobs such as this are done on a unit bid basis, the State invariably awarding the contract to the low bidder and paying only for materials incorporated in the work under the terms of the contract. The hours of work of the contractor or his methods of prosecuting the work are under his control and do not in any way affect the payments made to the contractor by the State. In contracting highway projects a certain number of work days are specified in which to complete the project, and in this particular instance the contractor is well on schedule and will doubtless finish the work as planned.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams

FC:ms hi

Cave Junction, Oregon.
August 20, 1957

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

As you know, the Oregon state highway department and it's road-building contractors set up (approximately two months ago) without our prior knowledge and consent, a bituminous mixing plant 250 feet northwest of our home which is situated at Cave Junction in southern Josephine county.

This plant, which has been in operation almost around the clock for the past three weeks, has literally covered our house and grounds with an oily soot which has fallen from a dense, black, smoke from the stubby stack with which the furnace is equipped.

The smoke not only passes directly over our house but at times directly through the doors and windows when the wind is blowing our way.

REFERRED TO
BY SECRETARY

On many occasions we have had to leave home in order to avoid illness were we to remain and breath it. All of our bedding, curtains, drapes and pillows are absolutely ruined as the result of this smudge. Our flowers have been killed by it and our pets sickned from breathing the stifling, black, mess these boys are creating in this immediate area.

There happens to be no other houses in this vacinity or you would, no doubt, receive many such complaints.

We, ourselves, have developed coughs and sore lungs from breathing the stuff this plant is dumping upon us. We are, however, willing to forget the discomforts we have been subjected to as a result of your paving operation here but feel we are entitled to at least $250. to cover our cleaning bills and the total loss of bedding, pillows and spreads which cannot be cleaned.

Ordinarily we are not the kind to stand in the way of progress but inasmuch as the entire realigning job you are doing here has been dragging along for more than two years and now being finished on overtime and since neither the department nor your prime contractors have shown any regard for the taxpayers' money we do not feel like making this kind of personal sacrifice in the name of economy.

NOTED
FORREST COOPER

Surber Bros.

MORE

Since thousands of feet of form lumber, reenforcing steel and mixed concrete were wasted on this job by inefficiency and gross negligence of your engineers, inspectors and contractors, we see no reason why we should not file this claim.

Therefore, we respectfully request that the commission settle this bill as soon as it is practicable to do so.

If it is not settled within a reasonable period of time the amount claimed will, of course, be increased to include attorneys fee in event it becomes necessary to file suit.

Sincerely,

Frank Strickland

Frank Strickland, P.O.Box 112
Cave Junction, Oregon.

RECEIVED
AUG 21 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 1[illegible] 1957
FOR FILING

F-217(6)

4826

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1957

SUBJECT:

To: Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between Durbin Brothers and John R. Saxton covering Items 16, 17 and 18; and the furnishing only of Items 20, 22, 27 and 28, on the East & West Forks Illinois River Bridge, Contract No. 4826, Oregon F-217 (6) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
FEB 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1956
FOR FILING
FORM E-30X—50M—11-55—90225
F-217(6)
4826

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1956

SUBJECT: Subcontract
E. and W. Fork Illinois River Bridge
Redwood Highway
Contract No. 4826

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between Durbin Brothers and the Central Paving Company covering all of Items 19, 21, 23, 24, 25, 26, 29 and 30, and the loading, hauling, and placing only of Items 20, 22, 27, and 28 on the East and West Fork Illinois River Bridge, Contract No. 4826, Oregon F-217(6), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:jc

Encl.

cc Forrest Cooper ✓
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
DEC 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1956
FOR FILING

FORM E-30X—30M—11-55—00225

F-[illegible](6)

48-6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1956

SUBJECT: E & W Fork Illinois R. Br.
Redwood Highway
Josephine County

To: Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Density Tests of November 29, 1956 showing relative densities of from 89 to 92 percent in the subgrade between Stations 495 to 537.

It would appear that the material is high in moisture, but granular in nature, and that the moisture is within the range where the required density can be obtained.

Will you please have the resident engineer instruct the contractor to exert sufficient compactive effort to attain the required relative densities.

Also, please have the resident engineer obtain further relative densities when he believes the required densities are reached.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: Forrest Cooper
Ray Webber

RECEIVED
DEC 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
DEC 10 1956
FOR FILING

FORM E-30X—[illegible]—11-[illegible]—[illegible]

E-6-2(6)

4826

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1956

SUBJECT: East and West Fork Illinois River
Redwood Highway
Contract No. 4826

To: ~~Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon~~

Herewith a copy of a letter from Mr. Williams to Leo G. Knapp regarding his road approach on the subject named job.

In view of Mr. Knapp's letter of permission to construct said approach, it is suggested that it be constructed as per plan and profile submitted by Resident Engineer Roberts.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
DEC 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 5 1956
FOR FILING

F-1-9(6)

4826

December 5, 1956

Durbin Bros.
Route 5, Box 480
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4826, which was awarded to you by the State Highway Commission on October 30, 1956, for grading and paving on the East and West Forks Illinois River Bridge Section of the Redwood Highway in Josephine County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 15 1956
FOR FILING

F-127

4826

November 13, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the East & West Forks Illinois River Bridge Section of the Redwood Highway in Josephine County, Contract No. 4826, in connection with Federal Aid Project No. F-127(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DSP:lmr

Enclosures

RECEIVED
NOV 8 1956
FOR FILING

F-127 (6)

4826

November 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 16, 1956, on Contract No. 4826, East & West Fork Illinois River Bridge Section, in Josephine County, in connection with Federal Aid Project No. F-127(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmr

RECEIVED
OCT 3 [illegible]
FOR FILING

OREGON DISTRICT
F-127 (6)

4926

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 30, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-127 (6), East and West Forks Illinois River Bridge Sections of the Redwood Highway in Josephine County, we hereby concur as of this date in award of contract to Durbin Bros., Eugene, Oregon, low bidder in the amount of $273,523.00 at the September 28, 1956 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
OCT 30 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 31 1956
FOR FILING

F-127 (6)

4826

October 30, 1956

Mr. C. O. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the East and West Forks Illinois River Bridge Sections of the Redwood Highway in Josephine County, Project F-127(6), to Durbin Bros. of Eugene, Oregon, on the basis of the bid of $273,523.00 submitted on September 28, 1956.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
OCT 31 1956
FOR FILING

October 30, 1956

Durbin Bros.
Rt. 5, Box 490
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 28, 1956 accepted your proposal for grading and paving on the East and West Forks Illinois River Bridge Sections of the Redwood Highway, in Josephine County, for the sum of $273,523.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4826.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.

Att. Dorothy McCormack

R R. G. Savage, SIAC
Tom Edwards
S. H. Probert

NOTED
J. Mc C.

RECEIVED
OCT 23 1956
FOR FILING

F-127 (6)

4826

October 22, 1956

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 30, 1956
10:30 a.m.

Durbin Bros.
Rt. 5, Box 490
Eugene, Oregon

Contract for grading and paving East and West Forks Illinois River Bridge Sections of Redwood Highway, Josephine County, for which you submitted low bid on September 28, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
C. W. Head
Files ✓

Mr. J. W. DeSouza

Footnote: We have checked with the field, and they believe a 50-50 spread of cost at the East Fork to be the most favorable deal for us.

LHY:jc fn

RECEIVED
OCT 23 1956
FOR FILING
F-127 (6)

4R26

October 22, 1956

The California Oregon Power Company
216 West Main Street
Medford, Oregon

Attention: Mr. V. W. Hammond
Distribution Superintendent

Gentlemen:

With reference to your letter of October 15, giving estimates of cost for the moving of the power line facilities at the East and West Forks of the Illinois River on the Redwood Highway, I wish to advise that the proposed allocation of costs is acceptable to this department. We will pay the costs on the basis set forth in Mr. DeSouza's letter of October 4 to your company and further set forth in your letter of October 15, in which we pay the total cost of the moving at the West Fork and 50 per cent of the total cost of the moving at the East Fork.

Early action in getting these power lines moved will be appreciated, as our contractor wishes to commence operations in this area.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. W. DeSouza

Footnote: We have checked with the field, and they believe a 50-50 spread of cost at the East Fork to be the most favorable deal for us.

LHY:jc fn

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON
October 15, 1956

PLEASE RETURN TO
FORREST COOPER

Oregon State Highway Department

Salem, Oregon

Gentlemen:

Your local representative in Josephine County has requested that we move some of our facilities in connection with the new highway bridges over the west fork and the east fork of the Illinois River. We propose to do this work under two authorizations.

All of the poles requested to be moved in conjunction with the relocation adjacent to the west fork of the Illinois River are off the previous highway right of way, and covered by rights of way and permits. Our estimate of the payment by the Highway Department for this work, after allowing for depreciation and betterment, is $2,093.00.

In connection with the relocations required on the east fork of the Illinois River, approximately 42% of our facilities are off the previous highway right of way, and most of the more expensive relocation requirements are in connection with that portion of the work required. As it is difficult to split the total work required in this location, our Grants Pass representatives and your Josephine County engineer, having gone over the matter in detail in the field, agreed, if satisfactory with the Highway Department and our General Office, to split the cost of the job on a fifty-fifty basis, allowing the Highway Department, of course, credit for depreciation and betterment.

We have gone over the proposed layout, and the division of cost is satisfactory to us, if it is with you. The estimated payment by the Highway Department is $2,288.00.

It is proposed that wherever possible we will relocate on the State Highway right of way under an exchange of easements in accordance with previous correspondence between the State Highway Department and Roberts, Kellington and Branchfield on January 5, 1956, such agreements, of course, to cover only those locations where we are now on private property.

The total estimated payment by the Highway Department in connection with these two jobs is $4,381.00, as outlined above.

We are prepared to proceed immediately with the relocation of the facilities as required upon written advice from you, the State Highway Department will accept the billings as outlined.

Very truly yours,

THE CALIFORNIA OREGON POWER COMPANY

V. W. Hammond

V. W. HAMMOND
Distribution Superintendent

VWH/sc

RECEIVED
OCT 16 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 12 1956
FOR FILING

F-127 (6)

4826

RECEIVED
OCT 12 1956
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSION
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 11, 1956

The California Oregon Power Company
216 West Main Street
Medford, Oregon

Re: The California Oregon Power Company
Power Line Adjustment
E. and W. Fork Illinois
River Bridge Section
Redwood Highway
Josephine County

Gentlemen:

Advice has been received that your facilities conflict with the improvement of the above titled project at the following locations:

Station 484-494	1 pole on new right of way, east of old highway.
Station 510-516+50	3 poles on new right of way, east of old highway.
Station 530-532	2 poles on new right of way, east of old highway.
Station 641-655	4 poles on existing right of way, west of old highway.
Station 666-673	3 poles on new right of way, west of old highway.
Station 673-673+50	1 transformer bank on existing right of way, west of the old highway.

It appears that the facilities within the original right of way were located under Permit No. 505, issued to you on July 16, 1931, and, it will be your responsibility to re-establish these poles without compensation.

The State Highway Commission will compensate you for the reasonable and proper expense of moving and re-establishing the facilities outside of the prior right of way but will not make any reimbursement for improvements not rendered necessary by the moving work. An exchange of easements will be effected in accordance with letters of January 5, 1956 and January 27, 1956.

Further information may be obtained from Mr. G. E. Roberts, Resident Engineer for this Department, whose headquarters are at Grants Pass.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

NOTED
FORREST COOPER

JWD:MH
cc: Mr. L. H. Young, Mr. Frank Morgan, Mr. F. W. Farrar, Mr. Forrest Cooper,
Mr. R. L. Porter and Mr. G. E. Roberts

RECEIVED
NOV 3 1956
FOR FILING

F1a7 (6)

4826

File No. R-24432
Owners: Frank Ward and Vivian A. Ward
Use: The following described real property is necessary for right of way purposes, for the relocation, construction, improvement and maintenance of the West Fork, Illinois River Bridge and the East Fork, Illinois River Bridge Sections of the Redwood Highway, to wit:

> A parcel of land lying in Donation Land Claim No. 37, of Section 5, Township 40 South, Range 8 West, Willamette Meridian, Josephine County, Oregon, and being a portion of that property described in that deed to Frank Ward and Vivian A. Ward, recorded in Book 164, Page 48 of Josephine County Records of Deeds; the said parcel being that portion of said property lying westerly of a line which is parallel to and 50 feet easterly of the center line of the Redwood Highway as said highway has been relocated, which center line is described as follows:
>
> Beginning at Engineer's centerline Station 479+00.94, said Station being 830.17 feet South and 1197.35 feet West of the center of said Section 5; thence on a spiral curve right (the long chord of which bears North 15° 49' East) 400 feet; thence on a 5729.58 foot radius curve right (the long chord of which bears North 19° 48' 20" East) 531.11 feet to Engineer's centerline Station 488+32.05. The easterly line of said parcel intersects the southerly and northerly lines of said property approximately opposite Stations 483+93 and Station 487+30, respectively.
>
> The parcel of land to which this description applies contains 0.25 acre.

It is necessary that there shall be no rights of access of any nature between the right of way of the said relocated Redwood Highway and all of the contiguous real property of the owners which abuts thereon remaining after the appropriation of the above-described real property; provided, however, that there shall be reserved unto the owners, their heirs and assigns, for service of the said remaining land, the following:

> A right of access to the relocated Redwood Highway of a width of 25 feet on the easterly side of said highway opposite Highway Engineer's centerline Station 484+50, for the production and transportation to market of farm and forest products from the owners' remaining land and for private residential purposes only.
>
> A right of access to the relocated Redwood Highway of a width of 25 feet on the easterly side of said highway opposite Highway Engineer's centerline Station 487+00, for the production and transportation to market of farm and forest products from the owners' remaining land and for private residential purposes only.
>
> If, after written notice to desist, the owners, or any person holding under them, shall use the above rights of access for any purpose not stated for that particular place, or shall permit or suffer any person to do so, the rights of access shall automatically be suspended. The State Highway Commission shall thereupon have the right to close the places of access for all purposes. The suspension shall terminate when satisfactory assurance has been furnished the State Highway Commission that the places of access will be used only for the purposes hereinabove stated; provided, however, that the State Highway Commission may first require a bond with sureties satisfactory to it in an amount not in excess of $1,000.00, conditioned upon faithful compliance with the above provisions concerning the use of the accesses at said

EXHIBIT A

places. The State Highway Commission's right to close the places of access and require a bond shall be continuing as to each succeeding use for a purpose not herein stated.

The State Highway Commission shall, however, have the right at its option to build at any future time, at its sole cost, a frontage road, or roads, within the boundaries of any present or hereafter acquired right of way; thereupon the rights of access herein granted to and from the aforesaid highway which are on or adjacent to any such frontage road, or roads, shall cease, but the owners, their heirs and assigns, shall have access to the said frontage road, or roads. Said frontage road, or roads, shall be connected to the said relocated Redwood Highway at a point not a greater distance to the north of the owners' remaining land than a point approximately opposite Highway Engineer's centerline Station 513+00, and at a point not a greater distance to the South of the owners' remaining land than a point approximately opposite Highway Engineer's centerline Station 485+00.

RECEIVED
SEP 11 1956
FOR FILING

OREGON DISTRICT
F-127(6)
4826

file

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 10, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project F-127(6), East and West Fork Illinois River Bridge Sections on the Redwood Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

Send Copy to Probert
Sent 9-19-56

NOTED
FORREST COOPER

RECEIVED
SEP 13 1956
OFFICE OF
STATE HIGHWAY ENGINEER

I-78(31) Weaver Road Structures 1956

#4827

RECEIVED
NOV 25 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 19, 1957

(CONTRACT NO.) I-28(31)	(EST. NO.)	(CONTRACTOR)	
4827	9 final	Ausland Construction Company	
(VOUCHER NO.) 2-9	(WARRANT NO.)	(AMOUNT)	(DATE)
26064	H196735	$ 8,102.47	11-18-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 180 workdays from 11-15-56

Time Extensions: None

Completion Date: Oct. 18, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

NOV 21 1957
Gc

NOTED ON CARD
cm

RECEIVED
NOV 8 1957
FOR FILING

Nov. 7, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4827 for structures on the Myrtle Creek-Canyonville (Weaver Road) Section of the Pacific Highway in Douglas County was completed by the contractor, Ausland Construction Company, on October 18, 1957, and was formally accepted by the Highway Commission on October 31, 1957.

Final payment in the amount of $8,102.47 will be released to the contractor on or after November 18, 1957. The total contract amount is $88,901.57, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD
em

RECEIVED
DEC 5 1956
FOR FILING

I. [illegible]

4827

December 5, 1956

Ausland Construction Company
P. O. Box 437
Grants Pass, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4827, which was awarded to you by the State Highway Commission on November 5, 1956, for constructing the Weaver Road Structures on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 7 1956
FOR FILING

[illegible]

4827

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
November 5, 1956

RAILROAD COMPANIES
FILE No. 470

SUBJECT: Pux 170 & R-25823
Weaver County Road O-Xing
near Myrtle Creek-S.P. Co.
Douglas County

To:
Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson (6)
Mr. Tom Edwards (2)
Mr. E. A. Collier (2)
Mr. Frank Morgan (2)

Herewith I hand you multilithed copy of construction agreement covering the Weaver County Road Overcrossing in Douglas County.

J W DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

RECEIVED
NOV 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
NOV 5 1956
FOR FILING

I-[illegible]

4827

November 5, 1956

Ausland Construction Co.
P. O. Box 437
Grants Pass, Oregon

Gentlemen:

The State Highway Commission on September 27, 1956, accepted your proposal for Weaver Road Structures on the relocated section of Weaver Road near Myrtle Creek in Douglas County for the sum of $93,720.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4827.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

eam

cc: Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

R. G. Savage (SIAC)
Tom Edwards
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

RECEIVED
NOV 5 1956

FOR FILING

I-78 (31)

November 2, 1956

STIC SERVICE	
Cl the class of service desired; o erwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
Nov. 5, 1956
8:20 A. M.

Ausland Construction Co.
Grants Pass, Oregon

Contract for Weaver Road Structures on relocated section of Weaver Road, Douglas County, for which you submitted low bid on September 27, 1956, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

CAG/kcs
cc: C. A. Gardner

RECEIVED
NOV 5 1956
FOR FILING

I-5-[illegible]

4227

November 2, 1956

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
400 State Highway Building
Salem, Oregon

Dear Sir:

RE: Beaver Road Structures
Federal Interstate Project
I-78 (31)

On September 27, the Highway Commission accepted the low bid of Ausland Construction Company of Grants Pass in the amount of $93,725. for this project and directed the engineer to award the contract to said bidder as soon as necessary rights of way were acquired.

All rights of way for the project have been acquired.

We propose to award the contract as of November 5, 1956. May we have your concurrence in this award.

The State-Southern Pacific Company agreement for the project has been executed by both parties. Copies of this agreement will be furnished you.

Very truly yours,

W. C. Williams
State Highway Engineer

CAG/kcs
cc: C. A. Gardner

FORM S-123 5M REVISED

RECEIVED
OCT 2 1956
FOR FILING

I-78 (51)

4227

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

CERTIFIED MAIL

September 26, 1956

Mr. W. M. Jackle, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Pux 170-Weaver County Road Overcrossing
near Myrtle Creek-S.P. Co. (Douglas Co.)

Dear Mr. Jackle:

Herewith I hand you original and first copy of easement agreement and original and first copy of construction agreement, relative to the above titled project.

All copies of the instrument have been executed by the Highway Commission and the easement agreement has been acknowledged.

When the Commission's executed copies of the instruments are returned, it is requested that we be furnished with ten additional copies of Drawing B-197, attached to the construction agreement.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson ✓
Mr. P. M. Stephenson
Mr. E. A. Collier
Mr. Tom Edwards
Mr. Frank Morgan

NOTED
G. S. PAXSON

RECEIVED
SEP 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1957
FOR FILING

F3-78(G1)
4827

Dewey
file

470

Salem, Oregon
September 25, 1956

File No. 25823
Pux 170-Weaver County Rd. O-Xing
near Myrtle Creek-S.P. Co.
Douglas County

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached hereto for further handling are the original and first copy of construction agreement and the original and first copy of easement agreement with the Southern Pacific Company, relative to the Weaver County Road Overcrossing near Myrtle Creek-S.P Co. in Douglas County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully signed please return one copy of each agreement to this office for the Commission's files.

Secretary

rn
Attach: 2 agreements

up to Hank for maps
1-31-57
filed.
110

FORM 530—12½M—6-55—98209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
September 20, 1956

SUBJECT: Pux 170-Weaver County Rd. O-Xing
near Myrtle Creek-S.P. Co.
Douglas County

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Herewith I hand you, for execution by the State Highway Commission, original and first copy of construction agreement and original and first copy of easement agreement with Southern Pacific Company, relative to the above titled project.

Please note that the easement agreement should be acknowledged.

After execution by the Highway Commission, please return both copies direct to me for further handling.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. S. H. Probert
Mr. C. W. Enfield

AU[illegible]
DATE Bids to be received on Weaver Road structures on Pacific Hwy Sept. 27, 1956. This agreement allows Hwy construction over the RR right of way

Floyd Query
ass't Secretary

RECEIVED
SEP 25 1956
FOR FILING

[illegible]
REFERRED TO
Coper
By State Highway Engineer
Necessary action
4827

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
September 20, 1956

SUBJECT: Pux 170-Weaver County Rd. O-Xing
near Myrtle Creek-S.P. Co.
Douglas County

To: Mr. W. C. Williams
State Highway Engineer
Office

Reference is made to agreement submitted by Southern Pacific Company with relation to the above titled project.

The agreement provides for $200,000/500,000 public liability, while the specifications provide for $200,000/400,000 limits.

The agreement further provides for $100,000/200,000 property damage insurance, while the specifications provide for $50,000/100,000 limits.

In connection with these amounts, your attention is called to a letter from Mr. E. C. Crocker, dated October 11, 1955, a copy of which was sent to you on October 20, 1955, together with copy of reply to Mr. Crocker.

It would appear that, in order to avoid delay of execution of the agreement and the awarding of the contract, bidders be notified that the amounts of insurance specified in the specifications are revised to the amounts set out in the agreement.

With the understanding that this will be done, the easement and construction agreements are being approved as to form and forwarded for execution by the State Highway Commission.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

NOTED
W. C. WILLIAMS

9-24-57
Mr. Williams
This has been taken
care of by circular letter

JWD:RN
cc: Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. S. H. Probert
Mr. C. W. Enfield

REFERRED TO
Paxson
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
SEP 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1956

FOR FILING

FORM E-90X—25M—6-55—88209

I-4 (51)

4821

RECEIVED
1956
OFFICE OF
HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 12, 1956

SUBJECT: Pux 170-Weaver County Rd. O-Xing
near Myrtle Creek-S.P. Co.
Douglas County

NOTED
G. S. PAXSON

To: MEMORANDUM TO FILE:

Hearing on this matter was held before C. E. Jaqua, Utility Engineer, sitting as examiner for the Public Utilities Commissioner, in the County Court House, Roseburg, at 9:30 a.m., on Tuesday, June 5, 1956.

Southern Pacific Company was represented by Mr. James C. Ingwerson, 800 Pacific Building, Portland, Oregon, and the Highway Commission was represented by the writer.

The following witnesses were placed on the stand on behalf of the Highway Commission:

Mr. Tom Edwards, who testified regarding the general nature and necessity for the railroad project,

Mr. J. E. Gately, who testified regarding traffic, and

Mr. P. M. Stephenson, who testified regarding the type and design of the structure and also regarding the necessity for a temporary impaired clearance during construction.

It was brought up that the time of construction of the project will be dependent upon Federal legislation and that provision has been made for an extra track for future railroad switch purposes. The letter of Mr. W. M. Jaekle, Chief Engineer, Southern Pacific Company, to Mr. R. H. Baldock, State Highway Engineer, dated March 28, 1956, was read into the record.

Mr. Frank A. Bartlett, Assistant Engineer, Southern Pacific Company, was placed on the stand by Mr. Ingwerson and he testified regarding train traffic and the necessity for provision for a future switch track.

J. W. DeSOUZA
Assistant Counsel

JWD:HN
cc: Mr. W. C. Williams
Mr. G. S. Paxson ✓
Mr. P. M. Stephenson
Mr. F. B. Crandall
Mr. Tom Edwards
Mr. Gale K. Powell
Mr. C. W. Enfield

RECEIVED
MAY 31 1956
FOR FILING
FORM 830—12½M—6-55—69209

I-78 (31)

4827

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

May 29, 1956
Salem Office

SUBJECT: Weaver County Road Overcrossing
Near Myrtle Creek-S.P. Co.
Douglas County

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

L Hearing on the application of the Highway Commission for authority to construct an overcrossing over and across the tracks and right of way of Southern Pacific Company, near Myrtle Creek, known as the Weaver County Road Overcrossing, in Douglas County, has been set for hearing by the Public Utilities Commissioner in the Douglas County Court House, Roseburg, at 9:30 a.m., on Tuesday, June 5, 1956.

Southern Pacific Company has filed an answer stating that it will not oppose the issuance of an order in accordance with the terms of the application and no contest is anticipated.

It will be necessary, however, to make a formal record, and, I think that it would be desirable if Mr. Stephenson, or someone from his office, be present to testify regarding the type and design of the structure; Mr. Edwards, or someone from his office, be present to testify regarding the general nature and purpose of the project; and Mr. Crandall, or someone from his office, be present to testify regarding anticipated traffic.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. F. B. Crandall
Mr. Tom Edwards
Mr. Gale K. Powell
Mr. C. W. Enfield

RECEIVED
MAY 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

[illegible]

4527

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 16, 1956

Mr. Chas. H. Heltzel
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 170-Weaver County Road O-Xing
Near Myrtle Creek- S.P. Co.-Douglas Co.

Dear Sir:

Herewith I hand you original and three copies of application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks of Southern Pacific Company on the Weaver County Road in Douglas County.

Two of the copies are for service upon Southern Pacific Company and one is for service upon Douglas County.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson with petition & map ✓
Mr. Forrest Cooper " " " "
Mr. Tom Edwards " " " "
Mr. C. W. Enfield

NOTED
G. S. PAXSON

RECEIVED
APR 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Fux 170

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Southern Pacific Company, near Myrtle Creek, known as the WEAVER COUNTY ROAD OVERCROSSING, in the South Half of the Northwest Quarter (S½ NW¼) of Section 32, Township 29 South, Range 5 West, W.M., in Douglas County, Oregon.

PETITION

No. ________

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS, Title 31.

III

That your petitioner now is engaged in the construction of a revised location of the Pacific Highway between Myrtle Creek and Canyonville and that in such construction the existing Weaver County Road will be severed and blocked. In order to provide an access from the said county road to the revised location of the Pacific Highway, it will be necessary to carry the said county road over the tracks of Southern Pacific Company and also over the revised location of the Pacific Highway located southeasterly from the railroad tracks, as shown by Drawings 12287 and 7954-A, attached hereto and by this reference made a part hereof.

IV

That the construction of the said overcrossing structure is necessary and proper for the service, accommodation, and convenience of the public in that a crossing at grade would be hazardous to traffic on the highway and the railroad.

V

That the estimated annual average daily traffic on the proposed overcrossing structure upon the completion and opening thereof to highway traffic will be 100 vehicles per day, based upon 1955 tabulations, with anticipated normal annual increases, and that the traffic upon the railroad is an average of 10 train movements per day.

VI

That the highway grade approaching the proposed overcrossing structure from the Northeast is a descending grade of 0.45% and that the grade approaching the said proposed overcrossing from the Southeast is an ascending grade of 0.65%.

VII

That the petitioner proposes that the construction of the said proposed overcrossing structure with its approaches be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed overcrossing structure, with its approaches, and supervise the work to be done.

(b) Finance the construction of said project, without participation therein from funds of Railroad Company, from State and Federal highway funds, including reimbursement to Railroad Company for the necessary expenses incurred in connection therewith which are reimbursable under, and not prohibited by, the terms of Policy and Procedure Memorandum No. 30-3, issued by the Bureau of Public Roads, August 15, 1955.

(c) Maintain the said proposed overcrossing structure, with its appurtenances and approaches, after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANY:

(a) Make such revisions in existing communication systems as may be required to safeguard them during the construction of the project and reinstall the same in permanent locations after the completion of the project.

(b) Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) Move and thereafter reinstall such right of way fences as must necessarily be moved for the construction of the project.

(d) Maintain the railroad line with its appurtenances and facilities after construction.

VIII

It is anticipated that during construction of the proposed overcrossing structure it will be necessary to temporarily impair the vertical clearance over the tracks of Railroad Company to a clearance of 21 feet, which said temporary impaired vertical clearance will be removed upon the completion of the construction of the proposed overcrossing structure.

IX

That the proposed construction is in the South Half of the Northwest Quarter (S½ NW¼) of Section 32, Township 29 South, Range 5 West, W.M., in Douglas County, Oregon.

WHEREFORE, petitioner prays for an order permitting such construction and temporary impaired vertical clearance and the operation of trains thereunder in accordance herewith, and for such other and further order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 16th day of April, 1956.

STATE OF OREGON, by and through its
State Highway Commission

[illegible]
Assistant Attorney General and Chief
Counsel for the State Highway Commission

[illegible]
Assistant Counsel for the State Highway
Commission

[illegible]
4-16-56
Petition - 4

1-56-5M

RECEIVED
FEB 29 1956
• FOR FILING

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

S-2708

IN REPLY PLEASE REFER TO

W. M. JAEKLE CHIEF ENGINEER	
R. C. NISSEN ASSISTANT CHIEF ENGINEER	I-98 (51)
H. M. WILLIAMSON ENGINEER MAINTENANCE OF WAY AND STRUCTURES	
W. J. JONES ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES	4827
G. J. LYON ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES	

February 23, 1956

911176/323

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

This is to acknowledge receipt of your letter of February 14, 1956 concerning the proposed Weaver County overcrossing of our tracks near Myrtle Creek in Douglas County, and more particularly concerning Cherry Memorandum No. 18 issued by the Bureau of Public Roads.

We have the matter under study and will advise further in the near future.

Yours truly,

Wm Jaekle

REFERRED TO
Mr. Paxson
By State Highway Engineer

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Portland, Oregon

RECEIVED
FEB 15 1956
FOR FILING
I-78(31)
4827

February 14, 1956

Mr. W. H. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Mr. Jaekle:

This letter is written to you regarding the proposed Weaver County Road Overcrossing of the tracks of Southern Pacific Company, near Myrtle Creek in Douglas County, for which plans have already been sent to you.

The plans make provision for an additional track and were sent to you prior to the receipt of Cherry Memorandum No. 18, issued by the Bureau of Public Roads under date of November 15, 1955, with which memorandum you are no doubt entirely familiar.

The memorandum in question was forwarded with letter from Mr. C. G. Polk, District Engineer for the Bureau of Public Roads, which contains the following significant paragraphs:

> "In effect this memorandum prohibits Federal participation in the cost of extra width or length of railroad-highway structures beyond that needed at present or in the foreseeable future.
>
> "With respect to the last sentence of the memorandum, we believe a letter from a responsible railroad official stating that construction of another track or other facility is planned for a particular year, will suffice. Presumably any plan which is definite will contemplate construction within a "reasonable time", as railroads are not believed to have definite construction plans more than a few years ahead."

The project has not yet been submitted to the Bureau of Public Roads, and before it is done, I would appreciate a communication from you stating when it is contemplated that the additional track will be constructed. I would assume that it should not be necessary that the letter state an exact year but that a statement of the number of years from the date of the communication within which the additional track will be constructed should be sufficient.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. C. W. Enfield
Mr. J. W. DeBouse

cc Mr. L. R. Smith
Superintendent
Southern Pacific Company
Portland, Oregon

I-176(12) Illahee-N. Jefferson Jct. 1956
Sec., Pacific Hwy. East
#4828

RECEIVED
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 7, 1960

I-176(12)			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1828	22 F	Roy L. Houck & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
31906	140508	$ 19,291.94	1-7-60

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapueske
ACCOUNTING DIVISION

Specified completion date:	265 workdays from November 15, 1956
Time Extensions:	None of record
Completion Date:	February 24, 1959
Date Accepted:	November 5, 1959
Penalties:	None of record
Claims:	None of record
Remarks:	

Date: January 7, 1960

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JAN - 8 1960

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 7, 1960

I-176(12)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4828	22 A PF	Roy L. Houck & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
31907	140509	$ 363.83	1-7-60

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 265 workdays from November 15, 1956

Time Extensions: None of record

Completion Date: February 24, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: January 7, 1960

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JAN - 8 1960

Contract 4828

Monthly transaction number RECEIVED DEC 15 1959 2-43	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project report number FOR FILING 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Marion**
		Project number **I-5-4(5)245**

I-176(02)

4828

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 25**, 19**57**, is hereby modified as follows:

Revised estimated total cost of project	$ **678,343.00**
Revised Federal funds	$ **608,812.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **14** day of **December**, 19**59**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By **XX**

Deputy **State Highway Engineer**
(Title)

By ____________________
____
(Title)

By ____________________
____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

December 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Illahee-N. Jefferson Junction Section, Project No. I-5-4(5)245.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Form PR 2 (Revised 1950)

State Oregon
Project No. I-176(12)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of July, 1956, a program, which was approved on the 29th day of August, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 10th day of September, 1956, and the sum of five hundred eighty five thousand, and 00/100 dollars ($585,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ______ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

Article II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 390+00 and 515+00, southwest of Illahee, ______, length 2.367 miles, in Marion County, being Oregon project No. I-176(12), consisting of 2.359 miles of roadway and three bridges, each of more than 20 feet clear span, 0.008 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of five hundred eighty five thousand and 00/100 dollars ($ 585,000.00), which does not exceed the authorized Federal pro rata share of six hundred thirty three thousand, eight hundred forty two and 55/100 dollars ($ 633,842.55), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

MMENDED FOR APPROV

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title of officer)

By [illegible]
Member, State Highway Commission
(Title of officer)

By Robert B [illegible]
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By C H Purcell
District ~~Division~~ *Engineer,*
Bureau of Public Roads.

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Illahee-North Jefferson Jct. Section, Project No. I-176(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

BMC:ia

4828

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

[illegible] Jefferson St. Section
Pacific Highway
Marion County

NATURE OF WORK:

Grade, Pave and Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4828 Roy L. Houck & Sons 11-5-56

DATE OF COMPLETION:

265 Workdays from 11-15-56

REMARKS:

March 21, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Illahee-North Jefferson Junction Section, Project No. I-176(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HMC:ia

Oregon State Highway Department

Federal Aid
Project No. I-176(12)

WILLAMETTE-NORTH JEFFERSON JUNCTION SECTION OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 18, 1957

Type Code 6201
Roadway (Sta. 330/00 to Sta. 515/00)(Contract No. A828)

All Required	Clearing and Grubbing	$	$ 10,000.00
6,300 sq. yds.	Removal of Pavement	1.00	6,300.00
800 sq. yds.	Removal of Walks and Driveways	1.00	800.00
All Required	Removal of Concrete Bridge		500.00
1,300 cu. yds.	Drainage Excavation, Unclassified	2.00	2,600.00
189,350 cu. yds.	General Excavation, Location "A", Unclassified	0.35	66,272.50
46,000 cu. yds.	General Excavation, Location "B", Unclassified	0.90	41,400.00
685,000 yd. sta.	Short Overhaul	0.01	6,850.00
35,000 C-y.sta.	Long Overhaul	0.40	14,000.00
All Required	Finishing Roadbed and Slopes		2,500.00
5,500 lin. ft.	Rounding Cutbanks	0.15	825.00
700 lin. ft.	12-inch Concrete Pipe	1.90	1,330.00
900 lin. ft.	18-inch Concrete Pipe	2.90	2,610.00
80 lin. ft.	8-inch Corrugated Metal Pipe	1.70	136.00
250 lin. ft.	12-inch Corrugated Metal Pipe	3.00	750.00
140 lin. ft.	18-inch Corrugated Metal Pipe	4.10	574.00
230 lin. ft.	72-inch Corrugated Metal Pipe	40.00	9,200.00
50 lin. ft.	Extra for Pipe Under Pavement	2.00	100.00
10 only	12-inch Metal End Sections	30.00	300.00
4 only	18-inch Metal End Sections	40.00	160.00
830 lin. ft.	8-inch Perforated Metal Drain Pipe	1.85	1,535.50
550 lin. ft.	8-inch Perforated Concrete Drain Pipe	1.60	880.00
280 cu. yds.	Special Backfill in Drains	8.00	2,240.00
100 lin. ft.	Salvaging Culvert Pipe	2.00	200.00
40 cu. yds.	Class "A" Concrete	50.00	2,000.00
5,000 lbs.	Metal Reinforcement	0.14	700.00
8 only	Concrete Catch Basins	65.00	520.00
3 only	Corrugated Metal Catch Inlets	50.00	150.00
1 only	Adjustment of Catch Basins	20.00	20.00
14 cu. yds.	Concrete Curbs	70.00	980.00
42 cu. yds.	Concrete in Islands	60.00	2,520.00
360 lin. ft.	1½-inch Electrical Conduit	2.00	720.00
170 only	Metal Sight Posts	3.50	595.00
5,000 lin. ft.	Metal Guard Rail	3.00	15,000.00
7,000 lin. ft.	Metal Median Barrier	4.25	29,750.00
1,400 rods	Type 2 Fence	4.40	6,160.00
50,000 cu. yds.	2½" - 0 Rock in Base	1.52	76,000.00
12,000 cu. yds.	3/4" - 0 Rock in Base	1.82	21,840.00
2,300 M-gals.	Sprinkling	2.50	5,750.00
All Required	Preparation of Base		1,400.00
800 cu. yds.	3/4" - 0 Material in Binder Course	3.00	2,400.00

130 tons	RC-3 Asphalt in Binder Course	$40.00	$ 5,200.00
400 tons	Asphaltic Concrete Mixture in Patching	4.55	1,820.00
21,000 tons	Asphaltic Concrete Mixture	3.95	82,950.00
1,300 tons	85-100 Asphalt in Mixture	30.00	39,000.00
36 tons	RS-1 Asphalt in Tack Coat	50.00	1,800.00
80 tons	RS-2 Asphalt in Pavement Seal	42.00	3,360.00
360 cu. yds.	Aggregates in Pavement Seal	5.00	1,800.00
3,900 cu. yds.	Furnishing and Placing Aggregates	3.85	15,015.00
300 tons	150-200 Asphalt	38.00	11,400.00
90 tons	RC-1 Asphalt	30.00	2,700.00
230 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	230.00
3,200 lin. ft.	Asphaltic Concrete Curbs	1.00	3,200.00
			$507,043.00
All Required	Flagging (57½% of Contractor's Cost)		3,000.00
			$510,043.00

Type Code X028
Box Culvert (Frontage Road Left Sta. 96/[illegible].07 to Sta. 97/11.93)(Cont. No. 4028)

50 cu. yds.	Drainage Excavation, Unclassified	$ 2.00	$ 100.00
50 cu. yds.	General Excavation, Location "A", Unclassified	0.35	17.50
160 cu. yds.	Class "A" Concrete	50.00	8,000.00
18,000 lbs.	Metal Reinforcement	0.14	2,520.00
			$ 10,637.50
	Subtotal		$520,680.50
	10% Engr. & Cont.		52,068.05
	Total		$572,748.55

Type Code X028
Box Culvert (Sta. 440/91.07 to Sta. 441/14.93)(Contract No. 4028)

220 cu. yds.	Drainage Excavation, Unclassified	$ 2.00	$ 440.00
3,200 cu. yds.	General Excavation, Location "A", Unclassified	0.35	1,120.00
550 cu. yds.	Class "A" Concrete	50.00	27,500.00
69,000 lbs.	Metal Reinforcement	0.14	9,660.00
			$ 38,720.00

Type Code X028
Box Culvert (Sta. 488/56.67 to Sta. 488/79.33)(Contract No. 4028)

130 cu. yds.	Drainage Excavation, Unclassified	$ 2.00	$ 260.00
400 cu. yds.	General Excavation, Location "A", Unclassified	0.35	140.00
250 cu. yds.	Class "A" Concrete	50.00	12,500.00
28,000 lbs.	Metal Reinforcement	0.14	3,920.00
			$ 16,820.00
	Subtotal		$ 55,540.00
	10% Engr. & Cont.		5,554.00
	Total		$ 61,094.00

Length of Roadway	2.359 Miles
Length of 3 Structures	0.008 Mile
Total Length	2.367 Miles
Cost of Roadway Per Mi.	$242,792.94

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$572,748.55	$528,614.00	$44,134.55
Structures	61,094.00	56,386.00	4,708.00
	$633,842.55	$585,000.00	$48,842.55

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-176(12)

ILLAHEE-NORTH JEFFERSON JUNCTION SECTION OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 7, 1956

Type Code 6201
Roadway (Sta. 390+00 to Sta. 515+00)

All Required	Clearing and Grubbing		$ 4,500.00
6,300 sq. yds.	Removal of Pavement	$1.00	6,300.00
800 sq. yds.	Removal of Walks and Driveways	0.75	600.00
All Required	Removal of Concrete Bridge		1,500.00
1,300 cu. yds.	Drainage Excavation, Unclassified	2.50	3,250.00
189,350 cu. yds.	General Excavation, Location "A", Unclassified	0.33	62,485.50
46,000 cu. yds.	General Excavation, Location "B", Unclassified	0.75	34,500.00
685,000 yd. sta.	Short Overhaul	0.01	6,850.00
35,000 C-yd. sta.	Long Overhaul	0.40	14,000.00
All Required	Finishing Roadbed and Slopes		2,000.00
5,500 lin. ft.	Rounding Cutbanks	0.18	990.00
700 lin. ft.	12 Inch Concrete Pipe	2.00	1,400.00
900 lin. ft.	18 Inch Concrete Pipe	3.50	3,150.00
80 lin. ft.	8 Inch Corrugated Metal Pipe	2.50	200.00
250 lin. ft.	12 Inch Corrugated Metal Pipe	3.50	875.00
140 lin. ft.	18 Inch Corrugated Metal Pipe	5.00	700.00
230 lin. ft.	72 Inch Corrugated Metal Pipe	35.00	8,050.00
50 lin. ft.	Extra for Pipe Under Pavement	3.50	175.00
10 only	12 Inch Metal End Sections	30.00	300.00
4 only	18 Inch Metal End Sections	40.00	160.00
830 lin. ft.	8 Inch Perforated Metal Drain Pipe	2.00	1,660.00
550 lin. ft.	8 Inch Perforated Concrete Drain Pipe	1.75	962.50
280 cu. yds.	Special Backfill in Drains	6.00	1,680.00
100 lin. ft.	Salvaging Culvert Pipe	2.00	200.00
40 cu. yds.	Class "A" Concrete	55.00	2,200.00
5,000 lbs.	Metal Reinforcement	0.14	700.00
8 only	Concrete Catch Basins	75.00	600.00
3 only	Corrugated Metal Catch Inlets	50.00	150.00
1 only	Adjustment of Catch Basins	25.00	25.00
14 cu. yds.	Concrete Curbs	50.00	700.00
42 cu. yds.	Concrete in Islands	45.00	1,890.00
360 lin. ft.	1½ Inch Electrical Conduit	1.50	540.00
170 only	Metal Sight Posts	3.00	510.00
5,000 lin. ft.	Metal Guard Rail	2.50	12,500.00
7,000 lin. ft.	Metal Median Barrier	4.50	31,500.00
1,400 rods	Type 2 Fence	4.50	6,300.00
50,000 cu. yds.	2½" - 0 Rock in Base	1.75	87,500.00

12,000 cu. yds.	3/4" - 0 Rock in Base	$2.00	$24,000.00
2,300 M-gal.	Sprinkling	2.75	6,325.00
All Required	Preparation of Base		500.00
800 cu. yds.	3/4" - 0 Material in Binder Course	3.00	2,400.00
130 tons	RC-3 Asphalt in Binder Course	50.00	6,500.00
400 tons	Asphaltic Concrete Mixture in Patching	5.00	2,000.00
21,000 tons	Asphaltic Concrete Mixture	4.00	84,000.00
1,300 tons	85-100 Asphalt in Mixture	32.00	41,600.00
36 tons	RS-1 Asphalt in Tack Coat	50.00	1,800.00
80 tons	RS-2 Asphalt in Pavement Seal	50.00	4,000.00
360 cu. yds.	Aggregates in Pavement Seal	6.00	2,160.00
3,900 cu. yds.	Furnishing and Placing Aggregates	3.00	11,700.00
300 tons	150-200 Asphalt	50.00	15,000.00
90 tons	RS-1 Asphalt	50.00	4,500.00
230 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	230.00
3,200 lin. ft.	Asphaltic Concrete Curbs	1.50	4,800.00
			$513,118.00
All Required	Flagging (57½% of Contractor's Cost)		3,000.00
			$516,118.00

Type Code X028
Box Culvert (Frontage Road Left Sta. 96+88.07 to Sta. 97+11.93)

50 cu. yds.	Drainage Excavation, Unclassified	$2.50	$ 125.00
50 cu. yds.	General Excavation, Location "A", Unclassified	0.33	16.50
160 cu. yds.	Class "A" Concrete	55.00	8,800.00
18,000 lbs.	Metal Reinforcement	0.14	2,520.00
			$ 11,461.50

Subtotal	$527,579.50
10% Engr. & Cont.	52,757.95
Total	$580,337.45

Type Code X028
Box Culvert (Sta. 440+91.07 to Sta. 441+14.93)

220 cu. yds.	Drainage Excavation, Unclassified	$2.50	$ 550.00
3,200 cu. yds.	General Excavation, Location "A", Unclassified	0.33	1,056.00
550 cu. yds.	Class "A" Concrete	55.00	30,250.00
69,000 lbs.	Metal Reinforcement	0.14	9,660.00
			$ 41,516.00

Type Code X028
Box Culvert (Sta. 488+58.67 to Sta. 488+79.33)

130 cu. yds.	Drainage Excavation, Unclassified	$2.50	$ 325.00
400 cu. yds.	General Excavation, Location "A", Unclassified	0.33	132.00

250 cu. yds.	Class "A" Concrete	$55.00	$ 13,750.00
28,000 lbs.	Metal Reinforcement	0.14	3,920.00
			$ 18,127.00
	Subtotal		$ 59,643.00
	10% Engr. & Cont.		5,964.30
	Total		$ 65,607.30

Length of Roadway	2.359 Miles
Length of 3 Structures	0.008 Mile
Total Length	2.367 Miles
Cost of Roadway per Mile	$246,009.94

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$580,337.45	$535,465.00	$44,872.45
Structures	65,607.30	60,535.00	5,072.30
	$645,944.75	$596,000.00	$49,944.75

RECEIVED
NOV 12 1959
FOR FILING
[illegible]
4828

November 10, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to Roy L. Houck & Sons on contract #4828 for grading-paving the Illahee-North Jefferson Jct. Section of Pacific Highway East in Marion County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $618,027.12, including the post-final payment of $363.83. Of the total, $16,699.59 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
[illegible] 1959
FOR FILING

Final

4828

October 27, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #4828 for grading-paving the Illahee-North Jefferson Jct. Section of Pacific Highway East in Marion County was completed by the contractor, Roy L. Houck & Sons, on February 24, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $19,291.94 will be released to the contractor after acceptance by the Commission. The total contract amount is $617,663.29, of which amount $16,335.76 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

[redacted] RECEIVED

I-176(12)

1131

FORM E-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
~~[illegible]~~, MEMBER Glenn L. Jackson Medford
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 14, 1959

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Pole Line Permit
Illahee-North Jefferson Jct. Section
Pacific Interstate Highway
Project I-176(12)

Dear Sir:

Attached hereto are four identical copies of a permit we propose to issue to the Portland General Electric Company, covering a pole line to be located along the easterly frontage road between main line Station 486+15 and Station 490+50 on the subject-named project.

This is a new installation, to be financed entirely by the power company, and is an extension of the company's existing facilities to serve a residence located easterly of Station 486+15.

We believe the provisions of the proposed permit are in accordance with the policies governing utilities placed on Interstate Highway rights of way; and, therefore, recommend your approval.

If you find the proposed permit satisfactory, please return one approved copy for our files.

Very truly yours,

R. B. Sipprell
Director of Permits

By

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encls.

cc: P. M. Stephenson
J. D. Walker
F. T. Lacey
Portland General Electric Company

RECEIVED

NOTED
P. M. STEPHENSON

RECEIVED
AUG 19 1959
FOR FILING

[illegible]

[illegible]

August 17, 1959

Illahee-N. Jefferson
Jct. Section
Pacific Highway
Marion County
Project No. I-5-4(5)245

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 10, 1959, in regard to Order for Extra Work No. 10 on the subject project, your file 08-35.4-DA.

Referring particularly to the last paragraph of your letter, Chief Cost Analyst M. N. Juve has checked the contractor's costs in connection with the work order and has found them to be correct and equitable. A copy of his statement is enclosed.

We trust this will clear the order for approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: L. H. Young

Salem, Oregon
August 14, 1959

Illahee-N. Jefferson Jct. Section
Pacific Highway, Marion County
Contract No. 4858. E.W.O. No. 10

Tom Edwards
Construction Engineer
DEPARTMENT

Att: L. R. Young

In regard to the Order for Extra Work No. 10 on the subject project, I wish to advise that I have examined the contractors payrolls and invoices and find that the claim, as presented, represents the contractors actual costs plus the allowable percentages for the work performed and is an equitable charge.

Maurice

MAURICE N. JUVE
Chief Cost Analyst

RECEIVED
AUG 18 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 11 1959
FOR FILING
I 176(12)

When replying, refer to
08-35.4-DA

4828

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

August 10, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Illahee-N. Jefferson Jct.
Project No. I-5-4(5)245

Dear Sir:

Reference is made to Mr. Cooper's letter of July 28, 1959 requesting reconsideration of our previous action denying participation of Federal-aid funds in the contractor's claim for additional compensation in the amount of $615.18 on the subject project.

It is the policy of this office that requests for participation of Federal-aid funds in claims made by a contractor after construction is completed will be reviewed very carefully and approved only in cases where the evidence plainly indicates that the contractor is entitled to additional compensation for extra work done. In this case there is no question but that a change in the designed roadway cross section was made at the request of the State and that the contractor was caused additional expense as a result. Other points to consider are whether the change was beneficial and if there was some reason for not securing prior approval of this office. On checking AASHO design standards we find that a 36 minute curve is preferably superelevated for 70 mile per hour design speeds and we will therefore agree that the change was beneficial. From Assistant Construction Engineer Hill Young we have ascertained that at the time the change was ordered it was thought that there would be no claim from the contractor for additional compensation and that in any event the change was considered so minor as not to require prior consultation with this office.

We have reconsidered this matter and will now approve the claim upon your further advice that the amount of the claim is equitable and based upon the contractors actual costs plus the usual overhead charges all of which you have verified from contractors cost records.

Very truly yours,

C. G. Polk
Division Engineer

By: E. M. Cowan
Acting Division Engineer

IVED
- 1959
FILING
76[illegible]2)
828

July 31, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck & Sons on contract #4828 for grading-paving the Illahee-North Jefferson Jct. Section of Pacific Highway East in Marion County.

This payment, in the amount of $40,494.43 will be released to contractor on or after August 10, 1959. The retained percentage is $18,506.33.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

A

RECEIVED
JUL 29 1959
FOR FILING

I-176 ([illegible])

#128

July 28, 1959

Illahee-N. Jefferson Jct.
Section
Pacific Hwy., Marion Co.
Contract No. 4828
Project No. I-5-4(5)245
EWO No. 10
Your File 08-35.4

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 24, 1959, by which you advised that the above Extra Work Order is not eligible for participation of federal-aid funds. We readily admit that reasons for technical rejection of our request can be found. However are not both of our organizations striving to accomplish the same thing viz. to construct the best possible facility in as economical a manner as is practical.

It may be a matter of opinion as to whether a curve like the subject one should be superelevated or not but surely any reasonable person must admit that an adverse slope even on a flat curve is not a very desirable condition. It seems to us that what was done has been in the interest of securing better construction and that the Extra Work Order, as prepared, is a valid claim against the job. We are returning the matter to you and ask that it have your reconsideration.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

RECEIVED
JUL 22 1959
FOR FILING

July 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering extra for change in median design on the Illahee-North Jefferson Junction Section of the Pacific Highway in Marion County, Contract No. 4828, in connection with Federal Aid Project No. I-5-4(5)245.

The plans show a uniform grade on the medium between Stations 390 and 425. There are differences in elevation of the north and south bound lanes which required a ditch or semi-ditch section in the median grading and surfacing, which is referred to on the order as "sawtooth" median.

This is a change in plans on the median and required extra work on the part of the contractor, for which has has made claim. The amount of the claim has been determined by costs of the total work, from which is deducted the amount paid the contractor for work according to the plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

DBP:mfh

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
JUL - 2 1959
FOR FILING

I-126(12)

AK28

July 1, 1959

Illahee-N.Jefferson Jct.
Section
Pacific Highway
Marion County
Contract 4828, Project
I-5-4(5)245
Price Agreement No. 12
Your File 08-35.4

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to our conversation of a few weeks ago relative to a claim by contractor Roy L. Houck for compensation in connection with excavating 13,432 C.Y. of rock that was used in the manufacture of crushed stone base. The basis of this matter is more fully explained in our past correspondence particularly my letter of April 10, 1959.

As you requested there is enclosed herewith an opinion from our legal department which establishes the legality of this claim and a statement from our construction division which has to do with their estimate of cost. Based on this information it is requested that the enclosed price agreement have your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

A

RECEIVED
1959
FOR FILING

4828

April 27, 1959

1221

Mr. [illegible] G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Your File 8-35.4

Dear Sir:

Reference is made to your letter in which you ask for additional justification for Price Agreement No. 12, which contemplates compensation of the contractor for furnishing quarry rock in lieu of rock having its origin in the frontage road.

At the time the Price Agreement was made for hauling 12,[illegible] yards of material from this frontage road to the job immediately south (being the North Jefferson Junction—S.P. Overcrossing project) for the purpose of selected subgrade reinforcement on this project, everybody was well aware of the fact that this material was considered unsuitable for crushing. It was apparently an oversight that this fact was not documented as such at that time. This material was rejected, as there was too much soft and rotten rock in it to pass specifications and as the result of visual inspection as being unfit for crushing material.

After receiving your communication of April 14, we have taken tests of this material from its place of origin in the cut bank of the frontage road and run it through the lab. Laboratory test #47476 indicates borderline quality as the PI and LL characteristics were poor on degraded material. Laboratory test #47477 indicated the material was not suitable for use because of excess abrasion loss and PI and LL were excessive. The borderline material and that which failed, as represented from the sample, could not be used on a selective basis because they were so intermingled.

In view of the above, it is requested that this Price Agreement be approved for federal aid.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. S. H. Probert
Mr. J. D. Walker

LHY:fp fn

ASSIGNMENT PLEASE RETURN TO
F[illegible]EST COOPER

Date: April 16, 1959 No. 1221 By

Description: Letter of 4-14 from C. G. Polk, BPR, re contractor's claim for extra compensation for excavation of crushed material on the Illahee-North Jefferson Junction Section, Pacific Highway.

Acknowledged by_____ Referred to EDWARDS

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XX Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

CONSTRUCTION DIVISION
RECEIVED
APR 16 1959

Remarks:

NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Executed 4-22-59 Report Received________

OF COMMERCE
PUBLIC ROADS
N EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 14, 1959

PLEASE RETURN TO
FORREST COOPER

llahee-N. Jefferson Jct. Sect.
acific Highway
roject I-5-4(5)245

f April 10, concerning the
ntractors claim for extra com-
terial from the quarry site
n.

ed a price agreement for removal
al from the project and its place-
e south. In your submission you
tion would otherwise be wasted.
the material was to have been used
, or that it was unsatisfactory
for that purpose.

Before any determination can be made regarding eligibility for Federal-aid as requested, it will be necessary to establish beyond question that the material used was unsuitable for manufacture of crushed rock.

It could not, of course, be considered unacceptable if rendered so as a result of contractors excavation methods.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

14

RECEIVED
APR 14 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

PLEASE RETURN TO
FORREST COOPER

April 14, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Illahee-N. Jefferson Jct. Sect.
Pacific Highway
Project I-5-4(5)245

Dear Sir:

We have received your letter of April 10, concerning the above project, setting forth the contractors claim for extra compensation for furnishing crushed material from the quarry site rather than frontage road excavation.

On October 30, 1957, we approved a price agreement for removal of 12,000 cu. yds. of select material from the project and its placement on the adjoining project to the south. In your submission you indicated that the material in question would otherwise be wasted. There was nothing to indicate that the material was to have been used as a designated source of aggregate, or that it was unsatisfactory for that purpose.

Before any determination can be made regarding eligibility for Federal-aid as requested, it will be necessary to establish beyond question that the material used was unsuitable for manufacture of crushed rock.

It could not, of course, be considered unacceptable if rendered so as a result of contractors excavation methods.

Very truly yours,

CGFolk

C. G. Folk
Division Engineer

RECEIVED
APR 14 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
R 13 1959

~~FOR FILING~~
I 176(12)

4828

April 10, 1959

Illahee-N. Jefferson Sec.
Pacific Highway
Marion County
Contract 4828
Project I-5-4(5)245
I-176(12)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your attention is directed to Page 7 of the Special Provisions of the above contract. It was provided that the contractor should use approximately 22,000 C.Y. of material from the frontage road cut for crushing and aggregate materials. It must be assumed that because the contractor was paid $0.90 per cubic yard as General Excavation, Unclassified Location "B" for this material that a lower price was bid on the crushed rock and aggregate items.

It was found during construction that only 8,568 cubic yards of suitable material for crushing was found in the frontage road cut and the contractor was required to furnish the deficiency from his quarry.

The contractor has made claim for extra compensation for the difference between 22,000 cubic yards and 8,568 cubic yards and has offered to settle on what appears to be a reasonable basis. Will you please consider this matter and advise us as to its eligibility for federal aid.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

RECEIVED
MAR - 3 1959

FOR FILING
[illegible]

4-28

March 2, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on February 24, 1959, on Contract No. 4828, Illahee-North Jefferson Junction Section, in Marion County, in connection with Federal Aid Project No. I-5-4(5)245, [I-176(12)].

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence O. Swenson

Form E-1-

I-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 1, 1959

Section Illahee - N.Jefferson Jct.
Kind of work Grading & Paving
Highway Pacific County Marion
Section prefix 24-1015
Contractor Roy L. Houck & Sons
Contract number 4828
Date of contract November 5, 1956
Specified work days 265
Date work started November 13, 1956
Work days used 237
Project authorization $659,216.81
Exclusive of engineering $612,339.17
Per cent of time elapsed 89 %
Estimated cost of completed project, exclusive of engineering $615,024.76
Estimated per cent overrun or ~~underrun~~ 0.7 %
Per cent of contract completed, based on total contract price 98.7 %
Engineering authorization $46,866.65
Engineering cost to date $47,905.47, 102 %
Date project was completed Feb 2 - 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor installed eletrical conduit at North Jefferson Junction. This completes contract work on project.

Final Report.

CONSTRUCTION DIVISION
RECEIVED
MAR 2 1959
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

Signed Alfred Shirley J

Address 208 Laboratory Building, Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.37	2.37			2.37
Miles partially completed					
Miles completed	2.37	2.37			2.37
Total estimated quantities (contract)	239,000	62,000			21,400
Total quantities corrected to date	244,000	77,500			19,000
Estimated quantities moved or placed to date	244,000	77,500			19,000
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday	cloudy		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
DEC 2 1958
FOR FILING

I-176(12)

4828

MHO

December 1, 1958

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Erosion Control
Illahee-N. Jefferson Jct. Section
Pacific Highway
Contract No. 4828, FAP No. I-176(12)

Dear Sir:

The erosion control work on the subject job, authorized in Order for State Force Work dated November 8, 1956 was completed November 26, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Staff Engineer

bc Mr. M. H. Astrup

RECEIVED
JUN 27 1958

FOR FILING
[illegible]

4828

June 25, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering contour grading of median on the Illahee-N. Jefferson Jct. Section of the Pacific East Highway in Marion County, Contract No. 4828, in connection with Federal Aid Project No. [I-176(12)] I-5-4(5) 245.

It is necessary to grade the slope of the existing two-lane highway on the median side to conform with the slope of the new two-lane construction. The contour grading will give a smooth, uniform median strip for the desired landscape effect and facilitate maintenance of the median area.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:ew
Encl.

RECEIVED
JUN 2 1958
FOR FILING

I-176-(12)

4828

May 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering extra clearing and removal of danger trees on the Illahee-North Jefferson Junction Section of the Pacific East Highway in Marion County, Contract No. 4828, in connection with Federal Aid Project No. I-5-4(5)245 [I-176(12)].

This work is necessary to clear the area above a slide in the vicinity of Station 415, the clearing of trees fallen during recent storms and removal of danger trees.

Part of the work was emergency and was done to keep construction going. More is still to be done.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

file

RECEIVED
FEB 26 1958
FOR FILING

FORM 430 — 50M — [illegible] — 1478

[illegible]

4828

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1958

SUBJECT: Illahee-North Jefferson
Junction Section
Pacific Highway East
Contract No. 4828

To: Mr. Forrest Cooper
Assistant State Highway Engineer
Office

A lease between Roy L. Houck et al. and Mrs. Louise Feller including the preliminary title report and the assignment of lease from Mr. Houck to the State has been forwarded to me for examination. The said lease, title report and assignment of lease all seem to be in order and I have had Mr. Leonard I. Lindas accept the assignment on behalf of the State Highway Commission.

The only possible exception I can see to the same is that the assignment of lease is "for the duration of said contract" and the lease will expire on September 1, 1959.

Frank C. McKinney
FRANK C. McKINNEY
Chief, Office Section

FCMc:bk
cc - Tom Edwards
L. I. Lindas

NOTED
L. H. Young

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

REFERRED TO
Young
By Construction Engineer

RECEIVED
FEB 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT OF LEASE

For value received Roy L. Houck & Sons,
Name
contractor on highway (bridge) construction contract No. 4828, does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for the duration of said contract, all its right, title, and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premises for the purposes of said contract, and, further, does agree to indemnify and hold harmless the said Highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:

1. Copy of lease from Louise Feller (lessor) to Roy L. Houck & Sons (contractor-lessee) dated May, 1957, covering a parcel of land in Section 2, Township 9 S, Range 3 W., W.M., Marion County, Oregon.
2. Title report of lessor.

Date

Salem, Oregon
Place

ROY L. HOUCK & SONS
Contractor
By C H Houck

STATE OF OREGON
County of MARION) ss.

On this 29 day of January, 1958, personally came before me, a Notary Public in and for said county and state, the within named
C. H. Houck
to me personally known to be the identical person__ described in, and who executed, the within instrument, and who each personally acknowledged to me that _he_ executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

Notary Public for Oregon

My commission expires MY COMMISSION EXPIRES JUNE 22, 1958

ACCEPTANCE RECOMMENDED:
Depty Forrest Cooper
State Highway Engineer

ACCEPTED, on behalf of the State Highway Commission
L. I. Lucas
Chief Counsel

Telephone EMpire 3-9153

SALEM TITLE COMPANY

285 STATE STREET
SALEM, OREGON

Order No. 103303
Feller

Roy L. Houck & Sons
1585 North 20th Street
Salem, Oregon

Gentlemen:

At your request, we have searched our Tract Indices of Marion County Records as to the following described real property:

> A parcel of land containing approximately two acres, situated adjacent to the East boundary line of Pacific Highway 99 East, and adjacent, also, to the South boundary line of those certain premises in Section 2, Township 9 South, Range 3 West of the Willamette Meridian, Marion County, Oregon, conveyed to Fred H. Feller, now deceased, and said landlord (designated as "Louis_ Feller, his wife") by deed recorded at Page 486, Volume 80 of the Deed Records of said Marion County, Oregon, more particularly described as follows:
>
> Beginning at a point on said East boundary line of said Pacific Highway 99 East where said boundary line is intersected by the South boundary line of said above-mentioned premises described in said above-mentioned deed recorded at said Page 486 of said Volume 80 of said Deed Records; and running thence Easterly, along said South boundary line of said premises described in said deed, a distance of 225 feet; thence Northerly, and parallel with said East boundary line of said highway, a distance of 450 feet; thence Westerly, at right angles to said last-above-mentioned course, to said East boundary line of said highway; and thence Southerly, along said East boundary line of said highway, to the point of beginning.

Subsequent to November 18, 1954, the date of our Owner's Title Insurance Policy No. M-53777, insuring the title to a section of Pacific Highway 99E lying adjacent to the above described real property in the State of Oregon, by and through its State Highway Commission (State File No. 22108), we find as follows:

The taxes for the fiscalyear July 1, 1957 to June 30, 1958, are paid. Amount of tax $334.96.

The last deed of record runs to

FRED G. FELLER (deceased) and LOUISE FELLER

Liability is expressly limited to the amount paid for this report.

Dated this 28th day of January, 1958 at 8:00 A. M.

Very truly yours,

Vice-President

RDB:oy

January 30, 1958

The last deed of record runs to

FRED G. FELLER (deceased) and LOUISE FELLER

Liability is expressly limited to the amount paid for this report.

Dated this 28th day of January, 1958 at 8:00 A. M.

Very truly yours,

Vice-President

RDB:oy

January 30, 1958

INDENTURE OF LEASE, executed on this
day of May, 1957:

BETWEEN:

LOUISE FELLER (unremarried surviving
wife of Fred H. Feller, Deceased)
(hereinafter called "LANDLORD");

AND:

ROY L. HOUCK, SR., ROY L. HOUCK, JR., and CARLOS T. HOUCK, as partners, doing business under the firm name and style of ROY L. HOUCK & SONS, of Salem, Oregon
(hereinafter called "TENANTS");

INASMUCH AS:

A. Heretofore said tenants entered into a contract, numbered 4828, with the State of Oregon (acting by and through its State Highway Commission) for the performance by said tenants of certain highway construction work on the North Jefferson Junction Section of Pacific Highway 99 East, in Marion County, Oregon;

B. Heretofore said tenants entered into a certain other contract, numbered 4943, with said State of Oregon (acting by and through its said State Highway Commission) for the performance by said tenants of certain highway construction work on the North Jefferson Junction — Southern Pacific Company Overcrossing section of Pacific Highway 99 East, in Marion and Linn Counties, Oregon;

C. Said contracts, so far as they, respectively, pertain to the subject matter of this indenture, hereby are made parts of this indenture as though said contracts were set forth in this indenture at length, and a copy of each of said contracts, and, also, a copy of said State Highway Commission's "Specifications and Contract Agreement for State Highway Construction" constituting part of each such contract, have been received, examined, and considered by said landlord, and all said instruments are included in the expression "principal contracts" used in this indenture;

D. It has been agreed by and between said landlord and said tenants that the stipulations, limitations, and provisions governing (among other things) methods of prosecuting work, and all other requirements, limitations, and things pertinent thereto, set forth in said principal contracts, respectively, shall be deemed parts of this indenture, so far as applicable in any respect to this indenture; and

E. Said landlord has agreed to demise, lease, and let unto said tenants, and said tenants have agreed to lease, hire, and take from said landlord, that certain parcel of land hereinafter described to be used by said tenants incidentally to the performance by them of said principal contracts, and each thereof;

NOW, THEREFORE, THIS INDENTURE WITNESSETH:

In consideration of the rent hereby reserved and the terms, covenants, provisions, and conditions contained in this indenture on the part of said tenants to be paid, performed, and observed, said landlord hereby leases and lets unto said tenants, and said tenants hereby lease, hire, and take from said landlord, the following-described premises, to wit:

> A parcel of land containing approximately two acres, situated adjacent to the East boundary line of Pacific Highway 99 East, and adjacent, also, to the South boundary line of those certain premises in Section 2, Township 9 South, Range 3 West of the

> Willamette Meridian, in Marion County, Oregon, conveyed to Fred H. Feller (now deceased) and said landlord (designated as "Louis_ Feller, his wife") by deed recorded at page 486 of volume 80 of the Deed Record of said Marion County, Oregon, more particularly described as follows, to wit:
>
> Beginning at a point on said East boundary line of said Pacific Highway 99 East where said boundary line is intersected by the South boundary line of said above-mentioned premises described in said above-mentioned deed recorded at said page 486 of said volume 80 of said deed record; and running thence Easterly, along said South boundary line of said premises described in said deed, a distance of 225 feet; thence Northerly, and parallel with said East boundary line of said highway, a distance of 450 feet; thence Westerly, at right angles to said last-above-mentioned course, to said East boundary line of said highway; and thence Southerly, along said East boundary line of said highway, to the point of beginning.

TO HAVE AND TO HOLD said premises unto said tenants for and during the term commencing on the first day of June, 1957, and ending on the first day of September, 1959, at and for the following rent, which said tenants hereby covenant that they will pay to said landlord, in cash, and in lawful money of the United States of America, to wit: The aggregate sum of $400 for said full term of this indenture, payable as follows, to wit: The full amount of said rent ($400) shall be paid by said tenants to said landlord upon said landlord's making demand upon said tenants for payment thereof.

Said tenants, in consideration of the foregoing, hereby further covenant to and with said landlord as follows, to wit:

(1) Said tenants will take said premises and enter into possession thereof under, and pursuant to, the terms, covenants, provisions, and conditions contained in this indenture;

(2) Said tenants will, at their own expense, clear and grade said premises in a manner satisfactory to said tenants;

(3) Said tenants will permit said landlord, or her agent or agents, at any and all reasonable times, to enter into and upon said premises for the purpose of inspecting said premises;

(4) Said tenants will not conduct on, in, or about said premises any unlawful business, occupation, or pursuit, but said tenants, and

(or) their assignees, sublesses, subcontractors, agents, employees, invitees, and licensees will use and occupy said premises principally for crushed rock stockpile and asphaltic concrete plant purposes, and for the parking and storing thereon of certain of said tenants' vehicles and other equipment, and for such other lawful purposes as may be incidental to said tenants' performance of said principal contracts; and

(5) At the expiration of said term of this indenture, said tenants will peacefully quit said premises and surrender possession thereof to said landlord, without notice or demand.

It hereby is mutually agreed by and between said landlord and said tenants as follows, to wit:

(a) Neither said landlord nor said tenants shall be required to make any repairs, alterations, additions, or improvements of or to said premises, but said tenants may make such alterations, additions, and improvements of and to said premises as said tenants may elect to make and as said tenants may consider necessary or convenient to their use and occupancy of said premises for the purposes aforesaid, and said tenants shall not be required, upon, before, or after vacating said premises, to restore said premises, or any part thereof, to the condition thereof existing upon their entering into possession of said premises;

(b) There are, and shall be, no restrictions or limitations whatever upon the absolute right of said tenants to assign this indenture, to sublet said premises, or any part thereof, to allow said premises, or any part thereof, to be entered upon, used, and occupied not only by said tenants, and each of them, but also by any and all assignees, sublessees, subcontractors, employees, agents, invitees, and licensees of said tenants, any and all officials, employees, agents, invitees, and licensees of said State of Oregon and of said State Highway Commission, respectively, and any and all persons engaged in the installation, maintenance, and operation of said asphaltic concrete plant on said premises, including the owners and operators of said plant and their assignees, sublessees, subcontractors, employees, agents, invitees, and licensees;

(c) Whenever said tenants shall remove from said premises and cease to use or occupy said premises, or at any time prior thereto or within a reasonable time thereafter, said tenants and any and all persons, firms, corporations, agencies, and entities claiming, or to claim, by, through, or under said tenants, or any of them, shall have the absolute and unqualified rights to remove from said premises any and all improvements, structures, fixtures, installations, of whatever nature, vehicles, machinery, and equipment, and, generally, any and all properties of whatever kind or description, constructed, installed, affixed, or placed on, or to, said premises, or any part thereof, by, or for, said tenants, or any of them, or by, or for, any person, firm, corporation, agency, or entity claiming, or to claim, by, through, or under said tenants, or any of them, irrespective of, and notwithstanding, the nature thereof or the adaptability thereof, or the manner or means of the construction, installation, affixation, or placement thereof, or any thereof, on, or to, said premises, or any part thereof, and none of said properties ever shall become, or be, part, or parts, of the, or any, real property;

(d) If said tenants shall fail to perform or observe the terms, covenants, provisions, or conditions contained in this indenture on the part of said tenants to be performed or observed, then, and in either of such events, said landlord may have resort to such remedy at law as shall be available to her in the premises, without, however, said landlord's having, in any circumstances, any right to obstruct, or in any manner to interfere with, said tenants' use and occupancy of said premises or said tenants' punctual performance of their obligations under, or by virtue of, said principal contracts;

(e) If said landlord shall institute any suit, or if said tenants shall institute any suit or action, to enforce, protect, or preserve any of her, or their, rights or interests under, or by virtue of, any term, covenant, provision, or condition contained in this indenture, the parties, or party, not prevailing in such litigation shall pay to the party, or parties, prevailing in such litigation (in addition to costs and disbursements and other sums of money, if any, payable by them, or her) such sum of money as the court shall adjudge reasonable as such prevailing party's, or parties', attorney's fee in such litigation; and

(f) The terms, covenants, provisions, and conditions contained in this indenture shall inure to the benefit of, and shall be binding upon, not only said landlord and said tenants, respectively, but, also, the heirs, legal representatives, and assigns of said landlord, and the heirs, successors in interest, and assigns of said tenants, and the survivors, or last survivor, of said tenants, and the successors in interest and assigns of the survivor, or last survivor, of said tenants.

In consideration of the premises, said landlord hereby covenants to, and with, said tenants, as follows, to wit:

(1) Said landlord is the owner of said premises in fee simple;

(2) Said premises are free from all encumbrances;

(3) Said landlord will, and her heirs and assigns shall, forever warrant and defend the title to said premises and said tenants'

right to the possession, use, and occupancy of said premises at all times during said term of this indenture against all lawful claims and demands whatever;

(4) Said landlord has full and unqualified right to execute this indenture; and

(5) Said tenants, upon paying said rent hereby reserved and otherwise performing and observing the terms, covenants, provisions, and conditions contained in this indenture on their part to be performed and observed, may peaceably hold and enjoy said premises during said term of this indenture.

IN WITNESS WHEREOF, said landlord and said tenants have duly executed this indenture (in two counterparts) on the day and year in this indenture first above written.

Mrs. Louise Heller (SEAL)

LANDLORD

J. L. Houck (SEAL)

(SEAL)

(SEAL)

(As partners, doing business under the firm name and style of Roy L. Houck & Sons.)

TENANTS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1958

SUBJECT: Illahee-North Jefferson
Junction Section
Pacific Highway East
Contract No. 4828

To: Mr. Leonard I. Lindas
Chief Counsel
Office

I am submitting herewith your your inspection and approval an Assignment of Lease and Preliminary Title Report covering an area on which Roy L. Houck, contractor on the subject named job, has piled some materials. He wishes to obtain advance payment on these materials and these instruments are submitted to you for a determination as to their adequacy .

If they are found satisfactory, will you please forward the same to the Deputy State Highway Engineer for his approval.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
FEB 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
FEB 3 - 1958
FOR FILING
4828

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1958

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

The subcontract between Roy L. Houck and Sons and Lockyear and White covering Items 25 and 26 of the Illahee-North Jefferson Junction Contract, No. 4828, Oregon I-176 (12) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
C. G. Polk (2)

RECEIVED
JAN 31 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1958

FOR FILING
I-176 (12)

4828

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1958

SUBJECT:

To:
Mr. J. D. Walker
Division Engineer
State Highway Dept.
Salem, Oregon

The subcontract between Roy L. Houck and Sons and Warren Northwest, Inc. covering the placing only of Items 43 and 44 and all of Items 45, 46, 52 and 53 on the Illahee-North Jefferson Jct. Section, Contract No. 4828, Oregon I-176 (12) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
G. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
JAN 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 17 1957
FOR FILING

December 16, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering removal of a slide on the Illahee-North Jefferson Junction Section of the Pacific East Highway in Marion County, Contract No. 4828, in connection with Federal Aid Project No. I-176(12).

A slide has closed the westerly frontage and is still moving. Grading had been completed and the road surfaced with rock before the slide occurred. As an emergency measure, work was to start December 10.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:cr

FORM E-123X 50M 8-57

COMMISSIONERS

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1957
FOR FILING

I - 1776/1157

December 13, 1957

The Pacific Telephone & Telegraph Company
509 S. W. Oak
Portland 4, Oregon

Portland General Electric Company
621 S. W. Alder
Portland, Oregon

Re: File Nos. 25521 and 25522
Telephone Line Adjustment
Illahee-N. Jefferson Jct. Section
Pacific Highway
Marion County

Gentlemen:

During September, 1956, we required you to move certain of your facilities on the above titled project, which work was done at your expense and your lines were constructed on new locations.

For the purpose of the removal of material from a channel change on the easterly side of the highway near Highway Engineer's Station 444, it now becomes necessary to secure a minimum vertical clearance of 40 feet above the grade of the existing frontage road at this location.

In view of the fact that you moved your facilities and placed them at the location required by the Highway Department, it is felt that it would be unreasonable to demand that you make this additional change at your own expense and, therefore, the Highway Commission will reimburse you for the proper and reasonable cost of the adjustment of the facilities, exclusive of any improvements in the value thereof not made necessary by the rearrangement, with credit for proper salvage values derived from your existing facilities.

I am not sure as to just how the work will be handled but in order that the Highway Commission may comply with the conditions of [illegible]-300 issued by the Public Road Administration under date of May 1, 1946, it is requested that, respectively, you submit your estimates

HOLD

The Pacific Telephone & Telegraph Company

Portland General Electric Company
Page Two
December 13, 1957

of costs to Mr. Glenn Starkey, Salem, who is resident engineer on the project and from whom further details may be obtained. These estimates should show the cost of the work, segregated as to labor, equipment rentals, materials and estimated salvage. The final billings for the work also should be submitted to Mr. Starkey.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:bk
cc - L. H. Young
Forrest Cooper
J. H. Walker
F. W. Farrar
Glenn Starkey

RECEIVED
DEC 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 5-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
DEC 4 1957
FOR FILING

I 176 (12)

4628

December 2, 1957

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: File No. 25822
Portland General Electric Company
Power Line Adjustment
Illahee-N. Jefferson Jct. Section
Pacific Highway
Marion County

Gentlemen:

Certain of your power facilities, on the above titled project, must be adjusted to allow the removal of material from a channel change on the easterly side of the highway near Station 444. This work consists of contacts on poles owned by the Pacific Telephone and Telegraph Company.

In view of the fact that the facilities are located on State highway right of way under permit, it will be your obligation to make the necessary adjustments without reimbursement. It is requested that you proceed with the work as promptly as possible. Further details may be secured from Mr. Glenn Starkey with headquarters in Salem, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RM
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. J. D. Walker
Mr. F. W. Farrar
Mr. Glenn Starkey

NOTED

RECEIVED
DEC 2 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 5-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
DEC 1957
FOR FILING
I-116(12)
4828

December 2, 1957

The Pacific Telephone & Telegraph Company
509 S. W. Oak
Portland 4, Oregon

Re: File No. 25821
Pacific Telephone & Telegraph Co.
Telephone Line Adjustment
Illahee-N. Jefferson Jct. Section
Pacific Highway
Marion County

Gentlemen:

On the above titled project, certain of your facilities must be adjusted to allow the removal of material from a channel change on the easterly side of the highway near Station 444.

This facility is on State highway right of way under terms of Permit No. 4952, dated November 13, 1956, so that it will be your obligation to make the necessary adjustments without reimbursement.

It also appears that certain facilities of Portland General Electric Company, which have contacts on your poles, must be adjusted, and a letter today is being sent to Portland General Electric Company.

It is requested that you proceed with the work as promptly as possible. Mr. Glenn Starkey, Salem, is resident engineer on the project from whom further details may be obtained.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RH
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. J. B. Walker
Mr. F. W. Farrar
Mr. Glenn Starkey

NOTED
FORREST COOPER

RECEIVED
DEC 2 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1957
FOR FILING

[illegible]

4828

November 13, 1957

Roy L. Houck and Sons
1585 North 20th Street
Salem, Oregon

Gentlemen:

I am returning to you herewith several bills, which were delivered by mail and which apparently are in connection with Highway Contract No. 4828. No explanation was given with the invoices. If these are legitimate bills in connection with work under this contract, please take them up with the Resident Engineer and/or Division Engineer, who have knowledge of the facts. The method of handling extra work is clearly defined in the contract and should not begin by submission of invoices to the State Highway Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:mc

Encl.

cc Mr. Tom Edwards
Mr. J. D. Walker

RECEIVED
OCT 2 1957
~~FOR FILING~~
I-176(12)
4828

September 30, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering operation of State furnished vibratory compactor on the Illahee-North Jefferson Junction Section of the Pacific East Highway in Marion County, Contract No. 4828, in connection with Federal Aid Project No. I-176(12).

To obtain better compaction and smoother surface on the finished base course a vibratory compactor is to be used. This order is to reimburse the contractor for the operation and maintenance of the State furnished compactor. The contractor does not have this type of compacting equipment.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
AUG 28 1957
FOR FILING
I 176 (12)
4[illegible]

August 27, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering grading between travel lanes on the Illahee-North Jefferson Junction Section of the Pacific East Highway in Marion County, Contract No. 4828, in connection with Federal Aid Project No. I-176(12).

No provision was made for work on the wide median areas. To provide adequate drainage, for more pleasing appearance and to provide for maintenance, it is necessary that the area be graded. There are also open ditches crossing the median area which must be brought to alignment and grade.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUL 22 1957
FOR FILING

FORM E-90X—27,900—2-57—1477

I-176(12)

4828

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1957

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
Office

The subcontract between Roy L. Houck & Sons and the R & W Construction Company covering Items 34 and 35, on the Illahee-North Jefferson Junction Contract No. 4828, Oregon I-176 (12) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper ✓
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
JUL 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL [illegible] 1957
FOR FILING
FORM E30—30M—2-57—1476
I-176 (12)
4828

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10th, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reply is made to your Assignment #417 concerning allegations made by Ben Brandon, Beaverton, concerning various matters in regard to acquisition of property and damage to his gate. Information I have unearthed is as follows:

1. Walker originally told me that the gate was taken down and piled on Mr. Brandon's property and that it was not destroyed. On second investigation, he tells me he got the information from the contractor and that none of his people has actually seen the gate.

2. A new gate was installed and a key forwarded to Mr. Brandon. Mr. Walker kept the second key, believing that the caretaker would pick it up from him. He has, in response to this assignment, mailed the second key to Mr. Brandon.

3. Mr. Walker reports that he has been unable to find the location of the mail box at Illahee Junction, Box 537, which was torn down two years ago. He believes this is on the old right of way now being used as a frontage road and is attempting to contact Mr. Brandon to find out where the mail box was. He states the only houses now in this area already have mail boxes. However, one will be installed when he can secure information as to where the box was located.

4. Walker reports that the mail box at Route 1, Box 49, Jefferson, was hit by a car under traffic and its absence was not known to him. It has now been replaced.

5. I have been unable to unearth any information as to the last paragraph of Mr. Brandon's letter.

Tom Edwards
Construction Engineer

TE:AR

RECEIVED
JUL 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: July 2, 1957 No. 417 By J

Description: Letter (undated) by Ben Brandon, Beaverton, regarding his gate, mail box, et cetera.

Acknowledged by_____ Referred to Edwards

- __Investigate and report with recommendation
- __Such action as necessary and report
- __Comment or recommendation
- __Return with rough draft of reply
- __Prepare reply for signature of Mr.________
- __Contact correspondent and report

Remarks: **Please take appropriate action and prepare rough draft of reply. Mr. Williams is concerned about the various allegations.**

F.C.

PLEASE RETURN TO
FORREST COOPER

Executed 7-10-57 Report Received________

me

---

280 S. W. 133rd
Beaverton, Oregon

[illegible] 4828

PLEASE RETURN TO
FORREST COOPER

1957, paragraph one states the circumstance
meone misinformed you. The gate was bulldozed
my entrance driveway to the property. I
the pile of limbs out of the way so that I

ponse and action concerning the new gate;
o the authorized persons are who can at will
rty. (ref: letter April 19 Glenn A. Starkey)

ng my mail boxes. The box I maintained at
7 was torn down sometime about 2 years ago.
time to re-establish it.

at Rt. 1, Box 49, Jefferson was torn down,
mail service. I would appreciate your

While your agents have publicly stated that I was a profiteering Californian seeking to gain through highway expansion, a little investigation will prove that I am a native born resident (Oregon City) and have spent the greater portion of my life in public service improving and developing the best that can be had for Oregon. I do appreciate the problems you have, operating on limited budgets and infringing on the home sanctuary; however, I do believe much can be done to remedy both of these situations if the facts can be brought directly to the public. With this in mind, I would like at least a one half hour appointment with you on July 15, 1957, to discuss what I can do to help. I have some ideas which might interest you. I would be very disappointed if my personal case were discussed at that time, as it does not in any way concern the discussion I had in mind.

Sincerely,

Ben Brandon

Ben Brandon

RECEIVED
JUL 1 1957
OREGON
STATE HIGHWAY COMMISSION

280 S. W. 133rd
Beaverton, Oregon

Cont. R. 4828

PLEASE RETURN TO
FORREST COOPER

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Williams,

In your letter of April 22, 1957, paragraph one states the circumstance in which my gate was removed. Someone misinformed you. The gate was bulldozed into a pile of limbs that blocked my entrance driveway to the property. I salvaged the gate while clearing the pile of limbs out of the way so that I could gain access to my property.

I am very happy with the response and action concerning the new gate; however, I am a little puzzled who the authorized persons are who can at will open the gaye and enter the property. (ref: letter April 19 Glenn A. Starkey)

I have a new problem involving my mail boxes. The box I maintained at the Illhee Junction Rt. 4, Box 537 was torn down sometime about 2 years ago. I should believe you had adequate time to re-establish it.

This last winter my mail box at Rt. 1, Box 49, Jefferson was torn down, thus leaving me with no means of mail service. I would appreciate your concern regarding this situation.

While your agents have publicly stated that I was a profiteering Californian seeking to gain through highway expansion, a little investigation will prove that I am a native born resident (Oregon City) and have spent the greater portion of my life in public service improving and developing the best that can be had for Oregon. I do appreciate the problems you have, operating on limited budgets and infringing on the home sanctuary; however, I do believe much can be done to remedy both of these situations if the facts can be brought directly to the public. With this in mind, I would like at least a one half hour appointment with you on July 15, 1957, to discuss what I can do to help. I have some ideas which might interest you. I would be very disappointed if my personal case were discussed at that time, as it does not in any way concern the discussion I had in mind.

Sincerely,

Ben Brandon

Ben Brandon

RECEIVED
JUL 1 1957
OREGON
STATE HIGHWAY COMMISSION

280 S. W. 133rd
Beaverton, Oregon

Cont. No. 4828

PLEASE RETURN TO
FORREST COOPER

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Williams,

In your letter of April 22, 1957, paragraph one states the circumstance in which my gate was removed. Someone misinformed you. The gate was bulldozed into a pile of limbs that blocked my entrance driveway to the property. I salvaged the gate while clearing the pile of limbs out of the way so that I could gain access to my property.

I am very happy with the response and action concerning the new gate; however, I am a little puzzled who the authorized persons are who can at will open the gaye and enter the property. (ref: letter April 19 Glenn A. Starkey)

I have a new problem involving my mail boxes. The box I maintained at the Illhee Junction Rt. 4, Box 537 was torn down sometime about 2 years ago. I should believe you had adequate time to re-establish it.

This last winter my mail box at Rt. 1, Box 49, Jefferson was torn down, thus leaving me with no means of mail service. I would appreciate your concern regarding this situation.

While your agents have publicly stated that I was a profiteering Californian seeking to gain through highway expansion, a little investigation will prove that I am a native born resident (Oregon City) and have spent the greater portion of my life in public service improving and developing the best that can be had for Oregon. I do appreciate the problems you have, operating on limited budgets and infringing on the home sanctuary; however, I do believe much can be done to remedy both of these situations if the facts can be brought directly to the public. With this in mind, I would like at least a one half hour appointment with you on July 15, 1957, to discuss what I can do to help. I have some ideas which might interest you. I would be very disappointed if my personal case were discussed at that time, as it does not in any way concern the discussion I had in mind.

Sincerely,

Ben Brandon

Ben Brandon

RECEIVED
JUL 1 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 7 - 1957
FOR FILING

FORM E-30X—37,500—[illegible]

4828

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1957

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
Office

The subcontract between Roy L. Houck & Sons and Robinson & Robinson, covering Item No. 36 on the Illahee-North Jefferson Jct. Contract No. 4828, Oregon I-176 (2), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

NOTED
FORREST COOPER

RECEIVED
MAY 6 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 26 1957

FOR FILING

I-176(12)

4828

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are resubmitting herewith four copies of Order for Extra Work No. 2, Contract No. 4828, Illahee-North Jefferson Junction Section in Marion County, Oregon Project No. I-176(12).

In your letter of April 22, returning copies of Order for Extra Work No. 2 you noted two rates for dragline operators. The order should have read:

> "dragline operator at $2.90 per hour.
> Dragline oiler at 2.32 per hour."

The attached copies have been corrected accordingly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

April 22, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-176(12)
Illahee-North Jefferson Junction
Extra Work Order No. 2, dated
April 9, 1957

Dear Sir:

We note that two rates of pay apply to "dragline operator", one $2.90 per hour, one $2.32 per hour.

The predetermined wage rate, subject project, for operators . . "Draglines - under 1 c.y." is $2.90 per hour.

All copies of the Order are returned herewith for clarification and correction.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

Encls.

RECEIVED
APR 23 1957
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
APR 23 1957
FOR FILING

4-24

333

April 22, 1957

Mr. Ben Brandon
280 S. W. 133
Beaverton, Oregon

Dear Sir:

Reply is made to your letter of April 13 concerning removal of the gate which controlled access to your property near Jefferson, Oregon. Investigation reveals that actual possession of the property was taken on November 21, 1956. We find that at that time a 12-foot metal gate was in place across the entrance to the property and that the gate was within the construction area. During the clearing it was removed, presumably by the contractor, and was placed against the building outside the new right-of-way line.

We have installed a new gate across the driveway at the right-of-way line and placed a new lock thereon. The keys have previously been mailed directly to you. I have been advised that the new gate installed will effectively control ingress or egress from the property.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

TE:ar fn

CONSTRUCTION DIVISION
RECEIVED

FORM E30—50M—8-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1957

SUBJECT: Damage to Brandon Gate
Illahee-North Jefferson Junction Section
Pacific Highway East

To:
Mr. Tom Edwards
Construction Engineer
Office

As per your request, an investigation has been made regarding the damages to the gate across the entrance to the Brandon property, said damages being brought to our attention by a letter from Mr. Brandon dated April 13, 1957.

Right of way negotiations for the portion of the Brandon property needed for right of way were never consummated, so a condemnation complaint was filed on this property. Actual possession was taken on November 21, 1956.

At the time of taking possession of this property, there was a 12-foot metal gate across the entrance to the property, said gate being within the construction area. During the time of clearing in this area, the gate was removed, presumably by the contractor -- I find no one who remembers just when or how the gate was removed. The gate is now leaning up against the building just outside the right of way but it has been damaged to the extent that it can not be reinstalled.

Instructions have been given to install a new gate across this driveway on the right of way line, with a lock placed on the gate to avoid trespassing into the Brandon property. The new gate will be installed tomorrow, April 18, and we will forward the keys to the lock to Mr. Brandon. No fencing is to be installed at this time, as there is no problem regarding the control of livestock. The only control Mr. Brandon asked for was something to prohibit the use of automobile traffic on the above property.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Glenn Starkey

ASSIGNMENT

Date: **April 16, 1957** No. 333 By Je

Description: **Letter of April 13 by Ben Brandon, Beaverton, stating construction crew did land clearing on his property under condemnation at Jefferson and metal gate was torn down by crew and mangled with tractor. He asks immediate cooperation in rectifying condition.**

Acknowledged by_____ Referred to **Edwards**

__Investigate and report with recommendations
__Such action as necessary and report
__Comment or recommendation
XX Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

PLEASE RETURN TO FORREST COOPER

Remarks:

Please take immediate appropriate action and prepare rough draft of reply.
PLEASE EXPEDITE!
FC

Executed 4-22-57 Report Received________
me

RECEIVED
APR 16 1957
OREGON
STATE HIGHWAY COMMISSION

April 13, 1957

PLEASE RETURN TO FORREST COOPER

struction crew
nd clearing
on at Rt 1 Box 49
this time I
chained and locked
of my driveway,
mobile traffic on

ave several
ent stored in and
erty; it is
maintained.

rty yesterday, I
is missing. This

own the gate, but
the tractor.

I am asking your immediate cooperation in this matter.

Sincerely,
Ben Brandon
Ben Brandon
280 S. W. 133
Beaverton, Ore.

---

re copies of
e Illahee-
hway in Marion
d Project

nnel where

gineer

RECEIVED
APR [illegible] 1957
FOR FILING

I-176(12)

4825

April 16, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering placing riprap on the Illahee-North Jefferson Junction Section of the Pacific East Highway in Marion County, Contract No. 4828, in connection with Federal Aid Project No. I-176(12).

It is necessary to protect the banks of the channel where drainage from box culverts empties into the stream.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
ABF:cr

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1957

SUBJECT: Illahee-North Jefferson Junction
Pacific Highway
Contract No. 4828

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

This date I made an inspection of the detour situation on the subject named job in company with Assistant Division Engineer Asburry, and Resident Engineer Starkey.

There is only one detour on this job, that being at the site of a double 10 x 8 culvert at approximately Station 441. I consider the detour to be in excellent shape. It is of the "shoo-fly" type with moderate curvature and has a paved width of 24 feet. There is a 4-foot shoulder on the left or easterly side and 3 feet of shy distance on the right or westerly side to the log felloe guards that have been placed along the top of the excavation for the culvert. There are blinker lights installed as advance warnings at both ends; however the "Slow, Detour" signs are hung immediately below the blinker light. It appears that these could be better illuminated. There is a yellow traffic line throughout the detour and advance warnings advising traffic that no passing is permitted in the next thousand feet.

I believe the detour is an excellent one with the possible exception I have pointed out above and I am requesting Mr. Widdows by copy of this letter to investigate the better illumination of these "Slow, Detour" signs.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc W. O. Widdows
R. D. Asburry

NOTED
FORREST COOPER

RECEIVED
FEB 21 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—20M—11-55—90238

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1957

SUBJECT: Illahee-North Jefferson Junction
Pacific Highway
Contract No. 4828

To: Mr. J. D. Walker
Division Engineer
Office

Herewith a copy of a letter from Mr. Cooper commenting on complaints on the detour situation on the subject named job.

Will you please exercise every precaution in the location, maintenance, and signing on all detours throughout this job. The detours should be inspected on this job periodically to be sure that the field forces are missing nothing.

I will make an inspection this date with you and report to Mr. Cooper as requested by his letter.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
FEB 20 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
February 19, 1957

Contract No. 4828

Mr. Tom Edwards
Construction Engineer
Office

We have received a complaint that the detours on the Houck job between Illahee and North Jefferson Junction are not what they should be.

Will you please have an investigation made and take action as indicated. As this is an extremely heavily traveled road, great care should be exercised during the prosecution of the work to assure that no accidents are caused by negligence on the part of the contractor or ourselves. Every effort should be made to minimize dangerous or inconvenient situations.

I would appreciate a short report.

Forrest Cooper
Deputy State Highway Engineer

FC:me

4

RECEIVED
DEC 19 1956
FOR FILING

I-176 (12)

4828

December 19, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State Share of flagging costs on the Illahee-North Jefferson Junction Section of the Pacific Highway in Marion County, Contract No. 4828, in connection with Federal Aid Project No. I-176(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DRP;cr
Encl.

RECEIVED
NOV 2[illegible] 1956
FOR FILING

I-116 (1-)

[illegible]

November 27, 1956

Roy L. Houck & Sons
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4828, which was awarded to you by the State Highway Commission on November 5, 1956, covering the Illahee-North Jefferson Junction Section of the Pacific Highway East in Marion County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl
encl.

RECEIVED
NOV 20 1956
FOR FILING
I-176 (12)
4828

A

November 16, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 13, 1956, on Contract No. 4828, Illahee-North Jefferson Junction Section, in Marion County, in connection with Federal Aid Project No. I-176(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmr

CC: Clarence Swanson

A

RECEIVED
1956
~~FOR FILING~~
OREGON DISTRICT

I 176 (12)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 5, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-176(12), Illahee-North Jefferson Junction Section of the Pacific Highway East, we hereby concur as of this date in award of contract No. 4828 to Roy L. Houck and Sons of Salem, Oregon, low bidder in the amount of $573,220.50 at the September 28, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
NOV 7 1956
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Probert
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
NOV 8 1956

FOR FILING

I 17 (12)

4828

November 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Illahee-North Jefferson Junction Section of the Pacific Highway East in Marion County, Project I-176(12), to Roy L. Houck & Sons of Salem, Oregon, on the basis of the bid of $573,220.90 submitted on September 28, 1956.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SWP:ia

RECEIVED
NOV 7 1956
FOR FILING

I-176 [illegible]

4828

November 5, 1956

Roy L. Houck & Son
1585 N. 24th St.
Salem, Oregon

Dear Sirs:

The State Highway Commission on September 28, 1956 accepted your proposal for grading and paving the Illahee-North Jefferson Junction section of the Pacific Highway East in Marion County for the sum of $573,220.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4828.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my telephone call to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc
Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Washington

Att. Dorothy McCormack

R. G. Savage, SIAC
Tom Edwards
S. H. Probert

NOTED
J. Mc C.

RECEIVED
OCT 4 1956
FOR FILING

I-176 (13)

4528

October 3, 1956

R/W File 25395 - McNally
Illahe-North Jefferson Jct.
Pacific Highway
Marion County

Honorable Warren A. McMinimee
Tillamook Building
Tillamook, Oregon

Dear Senator McMinimee:

As requested in your letter of September 21, we have investigated the complaint of Mr. McNally which arises from our attempted right-of-way negotiation with him.

This is one of those unfortunate situations where an individual was given certain information six or seven years ago, and because of changes in highway standards, it is now necessary for the Highway Department to acquire right of way from him when originally he was informed that the State would never acquire any of his farm. As you know, the recently enacted Federal-aid Highway Act set certain standards on the U. S. system of interstate and defense highways which require a complete control of access. When the right-of-way matters were discussed with Mr. McNally, six or seven years ago, there was no thought whatsoever of such a move on the part of the Congress, and it was our assumption at that time that when the highway was four-laned the additional two lanes would be on the opposite side of the road from McNally's property and no right of way would be required.

This actually transpired, and we are now building the additional two lanes as then contemplated but, in order to control the access, it was necessary to construct a frontage road on the McNally side of the highway and this then required right of way from the McNallys.

The matter is further complicated by the fact that the department had to go back to Mr. McNally the second time, and it is this second acquisition which is causing concern on his part. Mr. McNally is very dissatisfied with the State's proposition that he be compensated $1,050.00 for the area needed. We have delayed in reporting to you until we secured independent appraisals, which have just been received and are in the amounts of $1,063.00 and $1,078.00. We have not, however, considered that this negotiation was closed and now intend to contact Mr. McNally again and endeavor to reach a satisfactory settlement. I do not believe that the State's proposed acquisition inflicts serious damage to his property. It is proposed to change Miller Creek so that it will be approximately 45 feet westerly from his residence. Any different plan of construction would be extremely costly, and not in the interests of good highway construction. We are requesting the right-of-way agent, when he talks to Mr. McNally again, to see if some solution could be worked out along the lines of the State paying the cost of planting an evergreen hedge that may help to screen the construction from their residence.

Probably I should state that, as you perhaps already know, all rights of way now being acquired on the Interstate System are paid for with 90 per cent government funds and 10 per cent state matching funds. The Bureau of Public Roads has assigned a right-of-way engineer, and all acquisitions by the State on the Interstate System or any other system, for that matter, wherein government funds are involved must be approved by the Bureau of Public Roads.

I am enclosing a report by Right of Way Agent Benner, who has followed the McNally matter from the beginning. Also enclosed is a sketch map which shows the proposed acquisition shaded in red and the area previously acquired shaded in green. The McNallys' pond is outlined in blue.

Very truly yours,

W. C. Williams
State Highway Engineer

Encls.
cc Mr. Forrest Cooper
Mr. R. L. Porter

RLP:smj WCW:hi

FORM 830—12½M—6-55—66209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1956

SUBJECT: Assignment No. 78
File 25395 - McNally
Illahe-North Jefferson Jct.
Pacific Highway
Marion County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

L

I return herewith your assignment and correspondence on the McNally controversy together with a report to me by Right of Way Agent Benner and a suggested form of letter to Senator McMinimee.

R. L. Porter
Right of Way Engineer

RLP:smj

Attach

[illegible]ED
[illegible]PER

RECEIVED
OCT 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: **Sept. 25, 1956** No. 78 By Jc

Description: **Letter of Sept. 21 from Senator McMinimee, Tillamook, attaching copy of letter which he received from J. McNally of Jefferson, Oregon in which Mr. McNally complains about various dealings he has had with Highway Dept. File (32).**

Acknowledged by_____ Referred to **Porter** ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks: **Please give me a history and prepare suggested reply, also a statement from Benner, as requested by Mr. McMinimee. F.C.**

PLEASE RETURN TO
FORREST COOPER

Executed 10-2-56 me Report Received________

MEMBERS
CHARLES W. BINGNER
STATE SENATOR
WALTER C. LETH
STATE SENATOR
E. A. LITTRELL
STATE REPRESENTATIVE
FRED MEEK
STATE REPRESENTATIVE

HWAY INTERIM COMMITTEE
25, 1955 OREGON LEGISLATURE
19 CAPITOL BUILDING
LEM, OREGON

ember 21, 1956

RECEIVED
[illegible]
LEGAL DEPT.

ion

otostatic copy of a letter I have
of Jefferson, Oregon, it was addressed
lative Highway Interim Committee.

ll and complete report on this matter
er on this matter.

his matter would be appreciated.

Very truly yours,

Warren A. McMinimee

WAM:sh

Enclosure photastat of Letter
from M. McNally.

PLEASE RETURN TO
FORREST COOPER

RECEIVED
SEP 24 1956
OREGON
STATE HIGHWAY COMMISSION

September 14, 196

Mr. Warren A. McMinnimee
Chairman State Highway Interim Committee
Tillamook, Oregon.

Dear Mr. McMinnimee:

Before we bought our property seven years ago we wrote The State Hiway office in Salem asking the possibility of their widening the hiway in front of our place, as our reason for purchasing the property was to build an auto court. They replied that the widening process would all take place on the other side of the hiway as the land was already purchased over there for that purpose. Once we moved up here however from California, we did not build the court because we learned that the hiway dept., would not grant us access on to the main federal hiway 99 E. Enough I mean, to enable us to add two more driveways or even one more.

That dream blighted, we turned our attention to putting in a big lake and Dam for irrigation purposes, but not before we again consulted the Hiway Department. This time we were told the same thing: that the widening would not be on our side of the road and to ahead with the Dam, which we did at an expense of over three thousand dollars. The lake which we built and which is fed by Miller's Creek, is aprox. 6/8 of an acre since the hiway bought 2/8 of an acre about a year ago or so. The Dam has a 29 ft. fill and is 100 ft. in length. The is 75' of pipe under the Dam constructed of poured concrete 6" deep and at the upper end in the lake there is a 3 ft. square concrete manhold with a 24" cast iron gate installed at the end of the pipe. The cost of the pipe alone was $475.00 less labor, and the cost of the spillway for concrete alone, was $1,000.00 The clearing of the reservoir took better than 2 weeks with a D-4, a driver and a choke setter.

We did all this to make our property saleable AFTER WE LEARNED THAT WE COULD NOT GET AN ACCESS TO THE HIWAY AND THEREFORE COULD NOT USE OUR PROPERTY FOR THE PURPOSE FOR WHICH IT WAS BOUGHT.

About a year ago Mr. Benner of the State Hiway Dept., called and said that for widening purposes on our side of the road, the Hiway Dept wished to purchase 66. of an acre. At valuation (his) of $1,000.00 an acre he offered us $660.00 Even though this took 2 acre feet of water from reservoir we accepted it on his promise that there would be no more land requested from us. This purchase included an access to a service road in place of the access to the federal hiway which we formerly had.

During this past year severe illness has made the selling of our property a MUST and we can verify this statement with a letter from our doctor.

Therefore, can you understand Mr. McMinnimee, stranger that you are to us, how deeply distressed we are over Mr. Benner's present proposal which is purchase 30' x 190' more from us and to re-locate Miller's Creek in such a way as to cause its 20' wide stream to go directly in front of our home. In other words, between the main 4 lane federal hiway and our home will run the service road and the new re-directed creek. He says the creek will be 20' wide at the bottom with sloping banks which means it will have to be 40' at the top. What he doesn't say but what we know is that from the top of the bank to the bottom of the creek will have to be 12' deep, because the ground in front of our home where he proposes to go thru is 3' higher than the way, and the bottom of the creek is now 10' below the hiway.

THIS PROPOSAL OF HIS IF PERMITTED TO BE CARRIED OUT WILL PUT THE BANK OF THE CREEK WITHIN 45' OF OUR FRONT STEPS, AND WILL COST US THE SALE OF OUR PROPERTY. EVEN SHOULD THEY BE PERSUADED TO PUT THE CREEK FURTHER FROM US, NAMELY BETWEEN SERVICE ROAD AND THE HIGHWAY, IT WILL TAKE ANOTHER ACRE FOOT OF OUR VERY VALUABLE WATER SUPPLY. ALL THIS PLUS MAKING US CHANGE OUR DRAINAGE FIELD, which constitutes new septic tanks, 200' of pipe, ditches, labor, etc. The State requires a septic tank to be a certain distance from a drinking well and the needed relocation of the drainage field would come too near our drinking well. We are setting pretty much on a peninsula.

Mr. Benner has offered us $600.00 for the property he wants to buy in front including the water, and $450.00 for replacement of our septic tanks, pipe and labor. We told him we would take $5,000.00 for everything and would move our home back. He said the Hiway would not consider any amount like that at all and he would turn the whole thing over to their legal dept. His reply was the same when we said that if they would re-locate the creek between the federal Hiway and the service road then we would take $2,800.00 for everything.

Since buying this 105 acres seven years ago we have not made one move without consulting the Highway department first in regard to it, yet not one promise they made us, has been kept. ~~[illegible]~~

We do not want to have to think that this is due to our having no witnesses to their statements. We only know that what they propose to do to us now will cost us the sale of our property or at least $5,000.00 reduction in its selling price. And will definitely postpone the sale of it, if ever it can be now.

Compared to the figure that has been paid to several people with whom we have talked what we are asking is a mere pittence. Yet their property was not damaged at all in compared with what ours will be. The property I have been telling you about is our home property. Our life-time earnings are in it. It is all we have in the world. We are both past middle age with a high school daughter to educate. Can it be, Mr. McMinnimee, that the America I fought for in World War One will permit a thing like this to happen to one of its " least of these"?

Forgive us bothering so busy a person as yourself. But several friends have advised us writing to you. They said you would help us.

Sincerely Yours,

Rt. 1, Box 50, Jefferson, Oregon.

P.S. May I add just one more fact? Knowing that Mr. Benner authorized or least advised certain other property to be bought by the state that was not damaged as much as ours, we asked him to buy our property? He refused even to consider such an idea. Then we asked him at least to move our home back. He said he couldn't do that because it would cost around $2,400.00 to move it back due to the xxx location of the well, etc.

hiway. and the bottom of the creek is now 10' below the hiway.

THIS PROPOSAL OF HIS IF PERMITTED TO BE CARRIED OUT WILL PUT THE BANK WITHIN 45' OF OUR FRONT STEPS, AND WILL COST US THE SALE OF OUR PROPERTY. EVEN SHOULD THEY BE PERSUADED TO PUT THE CREEK FURTHER FROM US, NAMELY BETWEEN SERVICE ROAD AND THE HIGHWAY, IT WILL TAKE ANOTHER ACRE FOOT OF OUR VERY VALU WATER SUPPLY. ALL THIS PLUS MAKING US CHANGE OUR DRAINAGE FIELD, which constitutes new septic tanks, 200' of pipe, ditches, labor, etc. The State requires septic tank to be a certain distance from a drinking well and the needed relocation of the drainage field would come too near our drinking well. We are setting pretty much on a peninsula.

Mr. Benner has offered us $600.00 for the property he wants to buy in fr including the water, and $450.00 for replacement of our septic tanks, pipe an labor. We told him we would take $5,000.00 for everything and would move our home back. He said the Hiway would not consider any amount like that at all a he would turn the whole thing over to their legal dept. His reply was the same when we said that if they would re-locate the creek between the federal hiway and the service road then we would take $2,800.00 for everything.

Since buying this 105 acres seven years ago we have not made one move without consulting the Highway department first in regard to it, yet not one promi they made us, has been kept.

We do not want to have to think that this is due to our having no witnes to their statements. We only know that what they propose to do to us now will cost us the sale of our property or at least $5,000.00 reduction in its selling price. And will definitely postpone the sale of it, if ever it can be now.

Compared to the figure that has been paid to several people with whom we have talked what we are asking is a mere pittence. Yet their property was not damaged at all in compared with what ours will be. The property I have been telling you about is our home property. Our life-time earnings are in it. It is all we have in the world. We are both past middle age with a high school daughter to educate. Can it be, Mr. McMinnimee, that the America I fought for in World War One will permit a thing like this to happen to one of its " leas of these"?

Forgive us bothering so busy a person as yourself. But several friends have advised us writing to you. They said you would help us.

Sincerely Yours,

Rt. 1, Box 50, Jefferson, Oregon.

P.S. May I add just one more fact? Knowing that Mr. Benner authorized least advised certain other property to be bought by the state that was not damaged as much as ours, we asked him to buy our property? He refus even to consider such an idea. Then we asked him at least to move our h back. He said he couldn't do that because it would cost around $2,400.0 to move it back due to the location of the well, etc.

RECEIVED

FOR FILING

FORM 8-30 2EM 6-45 32902

[illegible]

[illegible]

Pacific Hwy East

AGENDA
[illegible]

1-M

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1949

SUBJECT: Agenda- Sept 19 and 20
To be presented by Mr. Devers
Report of McNalley Case
Just south of Salem

To: Mr. H. B. Glaisyer
Secretary

OFFICE

Indexed
Alphabetically

Dear Mr. Glaisyer:

Will you please place on the agenda for the meeting Monday and Tuesday, next, the matter of a report to the Commission on the status of the McNalley File. Mr. Devers will make this report.

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC/ma

R.E.

RECEIVED
JAN - 4 1950
FOR FILING

Salem, Oregon
July 7, 1949

Mr. J. M. Devers

Further reference is made to the Fern McNally property, which, as you will recall, is approximately 10 miles south of Salem. This property was recently acquired by the McNallys, who moved here from California. Several months ago they appeared at this office and asked whether or not the highway might be changed in location, whether it was a freeway or not, and whether additional rights of way might be required. I made an appointment at that time to meet with them and look the property over on the ground, the date being set for 10:00 o'clock, as I remember, the day after they were here. They failed to keep the appointment, and I heard no more of the matter until they had purchased the property.

It is only recently that I have determined the location of their property, and I made a personal inspection of the property on the ground with Mr. Baldock and Mr. Eason. Mr. Eason informed us that we had purchased right of way for future widening on the opposite side of this property and pointed out the new right of way line. It is quite apparent that any future widening of the Pacific Highway in this locality will be on the opposite side of the road from the McNally property, and the state, therefore, would in nowise be interested in purchasing any property from the McNallys unless on a restricted access basis. I understand that the McNallys are unwilling to waive restricted access, requesting three access points in a distance of slightly over 500 feet, and asking $1,000, or approximately $4,000 per acre for this property.

We do not have controlled access of this section of the Pacific Highway, and at some time it will be necessary to negotiate probably for the entire 10-mile section out of Salem. It may be that a divided highway may be constructed adjacent to the McNally property, in which event the control of access would take care of itself, in that left turns could not be made.

I can find no justification for recommending to the Commission acquisition of additional right of way from the McNallys at this time.

W. C. Williams

[redacted]

cc Mr. Forrest Cooper

RECEIVED
APR 6 1949
FOR FILING

Const
Elw
Pacific Hwy. East

Salem, Oregon
April 5, 1949

Indexed
Alphabetically

McNally-Fem

Mr. J. M. Devers

I return the letter you referred to me from Mr. and Mrs. McNally, who are purchasing some property adjacent to the Pacific Highway, south of Salem.

I would suggest that Mr. Forrest Cooper be assigned to meet with the McNallys on the ground at such time as is convenient to both.

W. C. Williams

WCW:me

Encl.

cc Mr. Forrest Cooper

FORM S-30X 10M 5-48 22204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1949

C
O
P
Y

SUBJECT:

To: W. C. Williams
Assistant Highway Engineer
Office

Dear Mr. Williams:

Attached is a letter I received from Mr. and Mrs. McNally. You will recall I brought these people to your office some time ago when they were talking of buying some land south of Salem for the purpose of constructing a trailer camp, and they wanted to make arrangements with us whereby we will purchase from them the additional land we need for a service road so that they will know what their boundaries will be and can make their improvements accordingly.

I have answered these people and have said that right now we are unable to pick a date when an engineer can get away because of other work that is pressing, but I have told them that as soon as a convenient date can be picked for both parties we will get in touch with them. If you at this time can give me a date I will write them again.

Very truly yours,

(sgd) J. M. Devers

J. M. Devers

JMD:NH

Enc.

Saturday, April 9th, excepted please, as we won't be home that particular Saturday.

October 27, 1949

C
O
P
Y

Mr. J. M. Devers
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Devers:

On November 24, 1948 you very courteously sent to us at Cottonwood, California, a long detailed letter in reply to our telegram asking for information regarding the highway in front of the Oregon property we were considering purchasing, and which we then did purchase after receiving your letter. Later we visited your office and again we were deeply impressed by and appreciative of your courtesy and interest.

It was agreed at the time that we would telephone you the next morning when one of your representatives would meet us at the property in question, and discuss with us such matters as openings, price of frontage sold to you, etc. But it rained the next morning, hard. So, on the strength of your letter and conversation, we felt assurred enough to leave a deposit on the property and take the late morning bus back to California. You will recall, I hope, that we are the people who wanted the property with the idea of building a trailer or possibly an auto court.

On February 5th we moved into our new home, and the only reason you haven't heard from us since is because I have been working at the State Employment Office in Salem since Feb. 15th and have only Saturdays off. Which brings me to the purpose of this letter: Could, whoever was to have come that previous time to discuss with us the granting of driveways and the purchase of frontage, come now but on a Saturday when I can be home with my husband?

If not, then may I contact you again in a few weeks so as to agree upon a suitable day? My position is only temporary. It can't possibly last longer than the 15th and I think it will be over by the first of April anyway. Then (I'm sorry to say) I shall be home every day until I find other work. With Spring here thoughts of a trailer court are again uppermost in our minds is why we were desirous of getting the "ways and means" part of the hiway question settled, as soon as convenient for you.

The property in question is the old Karl Miller farm on Hiway 99 East. It has 600 ft. frontage, is located on the east side of the hiway, 1/4 mile north of the Jefferson Junction, nine miles south of Salem, and has 105 acres in all. The Miller Creek runs through the frontage, across and under the hiway.

Sincerely,

(sgd) Fern McNally (Mrs. Joseph)

Box 50 - Rt. 1 - Jefferson, Oregon

RECEIVED
NOV 30 1948
FOR FILING

Const
R/W
Pacific Hwy E.

November 29, 1948

Mrs. Fern McNally
Cottonwood, California

Indexed
Alphabetically

Dear Madam:

Receipt is acknowledged of your letter of November 24, having reference to your possible purchase of a 105-acre farm on Highway 99E, between Salem and Jefferson. I believe Mr. J. M. Devers, Chief Counsel for the State Highway Commission, has replied to a telegram from you relative to this matter, and his letter, I believe, fully explains the status of access.

As to a possible relocation of Highway 99E, I am not certain as to the exact location you are referring to. Highway 99E has been rebuilt between Salem and Albany, and a section from a point 10 miles south of Salem to Albany was completed and opened to traffic a year ago. You referred to this place as being 10 miles south of Salem, or four miles north of Jefferson. It is 5.5 miles from Jefferson to a connection between the old and new highways. If the place is only four miles north of Jefferson, it would, therefore, be on the old road, which is no longer US Highway No. 99E. If it is on the new highway, there is no plan for any change in the highway location, and it is very definite that there will be no relocation in the foreseeable future.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

RECEIVED
FOR FILING
FORM E-30 25M 9-46 23304

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1948

SUBJECT:

To:

Mr. W. C. Williams
State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

You handed me a letter from Fern McNally, Cottonwood, California, who inquires, "Is it or is it not true that a new Oregon law but a few weeks old, says we cannot build any form of business on land bordering on the United States Federal Highway." Mr. Garfield states that a number of inquiries are coming in of a similar nature, and he asks for a suggestion as to an answer to this type of inquiry.

It is, of course, dangerous to tell anyone what the law is, particularly when they may choose to invest or expend substantial sums in reliance upon such an interpretation; therefore, any reply should be rather carefully prepared. Keeping in mind this precaution, I would suggest the following:

> In 1947, the Legislature passed what is commonly referred to as the Throughway Law (Chapter 226, Oregon Laws, 1947). A throughway is defined in that act as a highway especially designed for through traffic "over, from or to which owners or occupants of abutting land or other persons have no easement or access or only a limited easement of access, light, air or view by reason of the fact that their property abuts upon such throughway or for any other reason." The Highway Commission at its November meeting designated those sections of the Pacific Highway having less than ten (10) business establishments per mile as a throughway. In effect this means that at some future time the Commission will have the authority to acquire from abutting owners all right of access or to acquire a limited right of access in order that this highway or portions thereof may be made a throughway. Until such time as the Highway Commission

actually constructs the throughway, there is no law to prevent a property owner from placing buildings upon his land which would contain businesses catering to the road-user; however, it is suggested that before a substantial investment is undertaken, she personally contact the Salem office of the Highway Department, so that her plans can be analyzed in light of the present and future highway needs. This in most cases should enable the state to preserve its highway system and at the same time permit development of property.

This is a rather long reply, but I doubt if we should hazard advising people on this question by in any shorter or more direct manner.

Yours very truly,

J. M. Devers

By G. W. Neuner
Assistant Counsel

GWN:ri

11-24-48

Mr. Williams
State Hiway Commissioner,
State Office Bldg.,
Salem, Oregon.

Dear Mr. Williams:

It takes temerity to ask for an immediate reply from so importantly busy a person as yourself, but if you only knew how badly we need to know - now - the authentic answer to the following worrisome questions:

Is #99 East ten miles south of Salem and about four miles north of Jefferson likely to be re-located? Or is it likely to change to a less major hiway (while staying where it is) because of another major hiway due to come into existence?

Am expressing myself poorly, but if you "God-like" all powerful people in the hiway dept., had any idea how bewildered and worried and heartsick a newcomer wanting to locate in your state can be made to feel because of rumors dressed in strong convincing armor.

There is a 105 acre farm on #99 East ten miles south of Salem & about 4 miles north of Jefferson which we fairly ache to buy. But since looking at it we have been told by three or four different people holding more or less ~~f~~authorative positions in your state (not Hiway people.) that while 99 East is a major Federal hiway there now where it passes this property, that soon ~~a~~ or at least in the not too distant future, it will be "the old 99E. Hiway."

This property we are so keenly interested in is on the ~~too~~ left hand side as one leaves Salem. Can't recall the present owner's name at the moment but their house sits back from hiway.

We wanted to build four to six small cabins toward the front, eventually.

ⓧ But again Rumor threatens! Please tell me, Mr. Williams, is it or is it not true that a new Oregon law of but a few weeks old, says we cannot build any form of business on ~~our~~ land bordering on a U. S. Federal Hiway? Any Hiway in fact? We want so much to know, and are awaiting final action until we hear from you. About this and also about relocation rumor of 99E. South of Salem

If you will answer right away fully and at length we will be that grateful.

Sincerely,
Fern McNally (Mrs. J.)
Cottonwood, California
(Shasta County)

We did not hear these things until we left Salem is why we did not come in person to see you while there.

RECEIVED
[illegible] 1948
State Highway Commission

RECEIVED
SEP 26 1956
FOR FILING

I-176 (12)

4828

September 25, 1956

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Marion County a fully executed copy of a throughway agreement between the State Highway Commission and Marion County covering the Illahee-N. Jefferson Junction Unit, Battle Creek Junction-Jefferson Junction Section of the Pacific Highway East in Marion County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
SEP 26 1956
FOR FILING

Const
RW
Pacific Hwy E.

Salem, Oregon
September 25, 1956

MISC. CONTRACTS and
AGREEMENTS No. 1721

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached hereto is a conformed copy of a throughway agreement with Marion County covering the Illahee-N. Jefferson Junction Unit, Battle Creek Junction-Jefferson Junction Section of the Pacific Highway East in Marion County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Marion County.

Secretary

rm
Attach: 1

FORM E30—90M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1956

SUBJECT: Throughway Agreement, Marion County
Illahee-N. Jefferson Jct. Unit
Battle Creek Jct.-Jefferson Jct. Section
Pacific Highway East

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
GS Paxson
ASST. STATE HIGHWAY ENGINEER
Date Sept. 21, 1956

RECEIVED
SEP 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids are to be received in project on Sept 28. The agreement provides for the closure of intersecting Co. road and state maintenance of a short section.
Floyd Query
Ass't Secretary

FORM 230—12½M—9-55—68209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 16, 1956
Salem, Oregon

SUBJECT: Throughway Agreement, Marion County
Illahee-North Jefferson Junction Unit
Battle Creek Junction-Jefferson Junction
Section - Pacific Highway East

To: G. S. Paxson
Assistant State Highway Engineer
Office

Attached hereto are six copies of a proposed throughway agreement to be entered into with Marion County relative to the Illahee-North Jefferson Junction Unit of the Battle Creek Junction-Jefferson Junction Section of the Pacific Highway East. This agreement has been prepared in response to your request dated July 18, 1956.

Exhibit "A" which is to be made a part of this agreement will be supplied by the County and City Relations Division.

Robert P Amacher
ROBERT P. AMACHER
Assistant Attorney

dm

Attach.

RECEIVED
[illegible] 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
1956
FOR FILING

I-176 (13)

4828

September 20, 1956

Portland General Electric Company
621 S. W. Alder
Portland, Oregon

Re: File No. 25822-Power Line Adjustment
Illahee-N. Jefferson Jct. Section
Pacific Highway-Marion County

Gentlemen:

Bids are being received by the Highway Commission for the construction of the above titled project on September 28, 1956. I am advised that portions of your facilities must be adjusted due to conflict with the new construction as follows:

Permit No. 890, issued June 18, 1937, between Highway Engineer's Stations 432+50 and 454+50, involving seven poles.

Permit No. 2375, issued January 3, 1947, between Highway Engineer's Stations 480+00 and 496+50, involving seven poles.

Permit No. 4072, issued February 19, 1953, at Highway Engineer's Station 490+51, involving one pole. This is a highway crossing.

Permit No. 3022, issued January 4, 1949, at Highway Engineer's Station 496+33, involving seven poles. This is a highway crossing.

It is requested that you give your prompt attention to this matter in order that there may be no delay in the highway construction. Further details concerning the work can be secured from Glenn Starkey, Resident Engineer of this Department, with headquarters in Salem.

In view of the fact that installations were made under permits from the Highway Commission which require you to make necessary adjustments in your facilities no compensation can be made for the work to be done.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker

NOTED
FORREST COOPER

RECEIVED
SEP 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 9CM REVISED 3-5

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
[illegible] 1956
FOR FILING
I-176 (12)
47-E

September 20, 1956

The Pacific Telephone and Telegraph Company
509 S. W. Oak Street
Portland 4, Oregon

Re: File No. 25821-Telephone Line Adjustment
Illahee-N. Jefferson Jct. Section
Pacific Highway-Marion County

Gentlemen:

Bids are being received by the Highway Commission for the construction of the above titled project on September 28, 1956. I am advised that portions of your facilities must be adjusted due to conflict with the new construction as follows:

Permit No. 1756, issued April 14, 1942, covering the following:

(1) Highway Engineer's Stations 426+47 to 448+09, involving 22 poles.

(2) Crossing at Station 496+78, involving 3 poles.

It is requested that you give your prompt attention to this matter in order that there may be no delay in the highway construction. Further details concerning the work can be secured from Glenn Starkey, Resident Engineer of this Department, with headquarters in Salem.

In view of the fact that installations were made under permit from the Highway Commission which requires you to make necessary adjustments in your facilities no compensation can be made for the work to be done.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker

NOTED
FORREST COOPER

RECEIVED
SEP 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 18 1956
FOR FILING

OREGON DISTRICT
I 176 (12)

4808

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 10, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project I-176(12), Illahee-North Jefferson Junction, Pacific Highway East. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
18 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 11 1956
FOR FILING

I-176 (12)
4528

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3rd, 1956

SUBJECT: Illahee-North Jefferson Jct.

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
Office

City & County Relations has handed me a file which refers to the freeway agreement with the Marion County Court on the Illahee-North Jefferson Junction Section. I am handing you the file with suggested exhibit maps with the notation that the Construction Office approves all items with the exception of the following under THINGS TO BE DONE BY THE STATE 1.:

I believe the matter of the frontage road on the westerly side should be clarified. At the present time the old Pacific Highway is a county road, and I suggest that it be accepted by the County for maintenance between the Illahee Overcrossing, Station 376, and its connection with the North Jefferson Interchange opposite our Station 499. Actually this road is now maintained by the County and this merely clarifies the matter. In other words, the County would maintain the same section of road that they now have. No

Forrest Cooper
Forrest Cooper
Construction Engineer

FC:AR
Enc.

NOTED
G. S. PAXSON

RECEIVED
JUL 5 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 5 1956
FOR FILING

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3rd, 1956

SUBJECT: Illahee-Eugene Freeway

To: Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

The Bureau of Public Roads in reviewing our plans for the interstate freeway between Illahee and Eugene have questioned the necessity for the first interchange shown southerly of the Santiam River, and a cursory review of the matter would indicate that they were correct. Will you please have Shirley investigate the following possibilities:

1. That the existing county roads be connected under structures in the vicinity with no connection to the main highway; or 2. The possibility of connecting by frontage road on the westerly side the county road with the interchange shown one-half mile south.

As soon as you have something to talk about bring it in as it will be necessary to have this matter settled with the County before construction can be undertaken.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

1955

RECEIVED
JUL 5 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LOCATION PROSPECTUS FOR ILLAHEE-NORTH JEFFERSON JUNCTION SECTION, PACIFIC HIGHWAY EAST, MARION COUNTY.

The following prospectus is submitted for the Illahee-North Jefferson Junction Section of the Pacific Highway East in Marion County.

The project begins at Station 383+14, 1.67 miles south of the junction of Salem Bypass and Pacific Highway 99E. The project ends at Station 514+85, 0.32 mile south of the North Jefferson Junction. The overall length of the project is 2.50 miles.

The project is a survey to revise the existing highway to a 4-lane freeway. The existing 2-lane highway to be used as the northbound traffic lanes. No route change is anticipated. No towns are located on the project.

A soils reconnaissance and investigation has been made. No special drainage problem exists.

The 1954 ADT was 7,900, with a 1975 projected ADT of 20,000 assuming the freeway to Eugene is open. The class of highway is Class A-70. The maximum grade is 4.95% and a maximum curvature of 0°36' is used. The section to be used is two 12-foot lanes with 2-foot paved shoulders on both sides and 2-foot oiled shoulder on inside and 8-foot oiled shoulder on outside. From the beginning of the project to Station 448+50 the distance between northbound and southbound centerlines is 46 feet. At this point a transition begins to widen this separation to 100 feet. The transition is accomplished by the use of reversing 0°30' curves.

NOTED
State Highway Engineer

The base design is:

Base Course	15½"
Leveling Course	1"
Asphaltic Concrete	4"

Base design by Ray Webber, June 24, 1954.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

The total rise and fall is 150 feet. The total central angle is 21°18'.

The project is a freeway with interchange at the North Jefferson Junction and frontage roads on both sides the entire length of project. A portion of the old Pacific Highway is utilized for the frontage road on the westerly side. Miller Creek is crossed at Station 441+03 and Station 488+69.

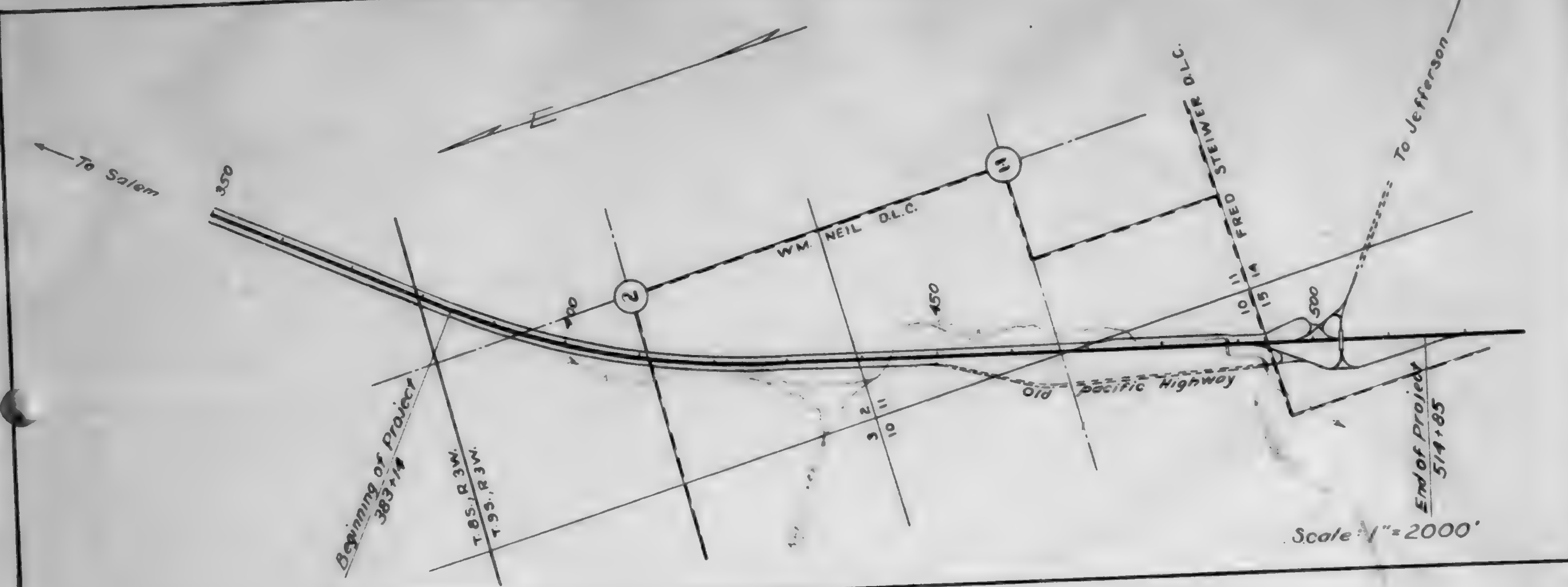
The material source is the roadbed excavation for frontage road at Stations 417 to 425 and quarry at this point. No haul road is required. No estimate of quantity of material available from this source.

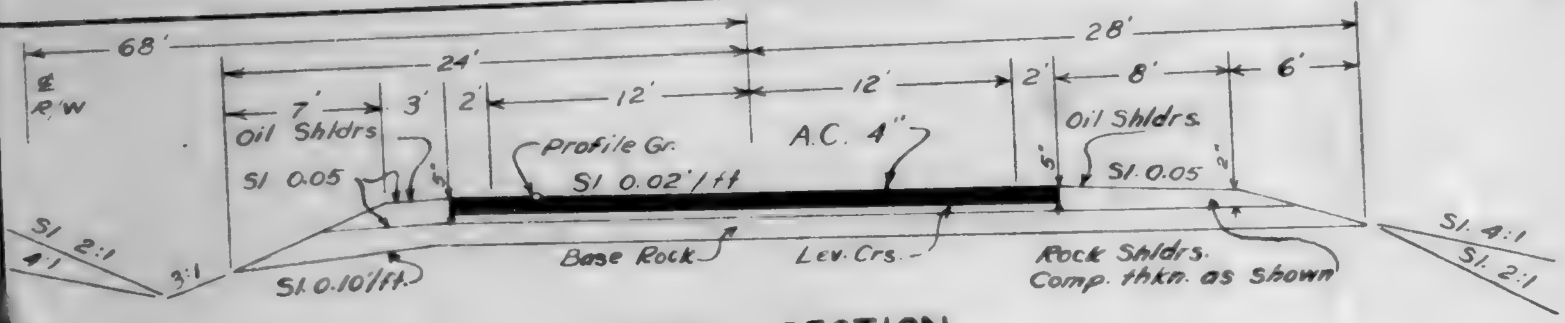
No state parks are in the vicinity of this project.

The completed survey was submitted to the Division Engineer February 10, 1956.

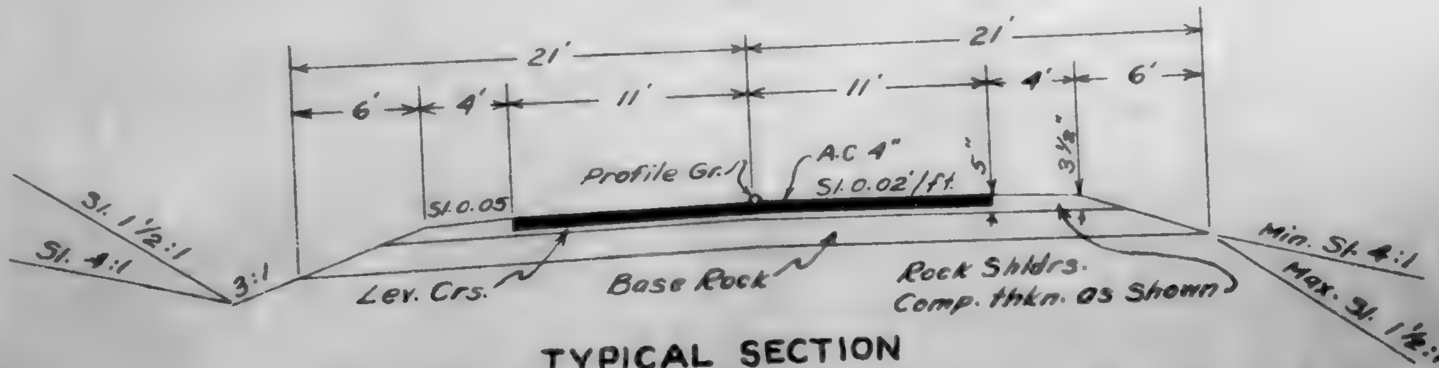
March 7, 1956
Attach.

cc -
- R. H. Baldock ✓
- W. C. Williams
- Forrest Cooper
- J. D. Walker
- A. J. Shirley
- F. B. Crandall
- J. W. Cattrall
- C. H. Armstrong
- Ray Webber
- Frank Hall
- R. L. Porter
- P. M. Stephenson


To Salem
350
E
WM. NEIL D.L.C.
FRED STEIWER D.L.C.
To Jefferson
2
11
400
450
500
3 2
10 11
10 11
15 14
Old Pacific Highway
Beginning of Project
383+14
T.8S., R3W.
T.9S., R3W.
End of Project
514+85
Scale 1" = 2000'


68'
24'
28'
℄ R/W
7'
3'
2'
12'
12'
2'
8'
6'
Oil Shldrs.
Sl 0.05
3"
Profile Gr.
A.C. 4"
Sl 0.02'/ft
5"
Oil Shldrs.
Sl 0.05
2"
Sl. 2:1
4:1
3:1
Sl 0.10'/ft.
Base Rock
Lev. Crs.
Rock Shldrs.
Comp. thkn. as shown
Sl. 4:1
Sl. 2:1

TYPICAL SECTION
Southbound Lane


21'
21'
6'
4'
11'
11'
4'
6'
Sl 0.05
Profile Gr.
A.C 4"
Sl 0.02'/ft.
5"
3½"
Sl. 1½:1
Sl. 4:1
3:1
Lev. Crs.
Base Rock
Rock Shldrs.
Comp. thkn. as shown
Min. Sl. 4:1
Max. Sl. 1½:1

TYPICAL SECTION
Connection Legs

SKETCH MAP

ILLAHEE-NORTH JEFFERSON JCT.

PACIFIC HWY. EAST (INTERREGIONAL)

I-323(20) Struc., Grad. & Stone base, 1956
57th Ave.-42nd Ave. Sec.,
#4829 T.H. Banfield Exp.

STATE COPY I-323(20) 4839C

Monthly transaction number 11-19	F PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
Modification number 1	*(PPM 21-7)* 10-31-69	Project number I-80N-1(2)2

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 25, 1957, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 492,050	$ 0
Federal funds	$ 436,136.00	$ 0
Other revisions		

This modification is made for the following reasons:

Project being withdrawn from Interstate System and transferred to Primary System.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of October, 19 69.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F. M. Klabre

Assistant State Highway Engineer
(Title)

By G. L. Greene
(Division Engineer)

For: R. E. Simpson

By ______________________

____
(Title)

By ______________________

____
(Title)

USCOMM-DC 26364-P65

Form PR 2 (Revised 1950)

State Oregon

Project No. I-323(20)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of July, 1956, a program, which was approved on the 31st day of July, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 10th day of September, 1956, and the sum of four hundred sixty eight thousand, and 00/100 dollars ($468,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 118+50 and 137+60, on the T.H. Banfield Expressway in Portland,

, length 0.358 miles, in Multnomah County, being Oregon project No. I-323(20), consisting of 0.358 miles of roadway and no bridges, each ~~of~~ more than 20 feet clear span, • ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred sixty eight thousand, and 00/100 dollars ($468,000.00), which does not exceed the authorized Federal pro rata share of five hundred seven thousand, one hundred two and 20/100 dollars ($507,102.20), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
District ~~Division~~ Engineer,
Bureau of Public Roads.

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the 37th Avenue-42nd Avenue Section, Project No. I-323(20).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:ia

4829

P R O J E C T   A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

57th Avenue - 82nd Avenue Section

The Banfield Expressway

Multnomah County

NATURE OF WORK:

Grade & Surface

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4829 Donald M. Drake Co. 11-7-56

DATE OF COMPLETION:

120 Workdays from 11-17-56

REMARKS:

March 21, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the 37th Avenue-42nd Avenue Section, Project No. I-323(20).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]C:ia

Oregon State Highway Department

Federal Aid
Project No. I-323(20)

37TH AVENUE-42ND AVENUE SECTION OF THE

T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 18, 1957

Type Code 2010
Roadway (Sta. 118+20 to Sta. 137+60)(Contract No. A829)

All Required	Clearing and Grubbing	$	$ 4,000.00
All Required	Removing Concrete and Masonry		5,000.00
2,400 cu. yds.	Drainage Excavation, Unclassified	2.00	4,800.00
72,000 cu. yds.	General Excavation, Unclassified	0.30	21,600.00
66,000 cu. yds.	Disposing of Excess Materials	0.40	26,400.00
All Required	Finishing Roadbed and Slopes		1,800.00
900 lin. ft.	Rounding Cutbanks	2.00	1,800.00
1,400 lin. ft.	8-inch Sewer Pipe	2.50	3,500.00
400 lin. ft.	10-inch Sewer Pipe	3.00	1,200.00
800 lin. ft.	12-inch Sewer Pipe	3.50	2,800.00
1,100 lin. ft.	15-inch Sewer Pipe	4.00	4,400.00
400 lin. ft.	18-inch Sewer Pipe	4.50	1,800.00
600 lin. ft.	24-inch Sewer Pipe	5.00	3,000.00
40 lin. ft.	Extra for Pipe Under Pavement	8.00	320.00
12 only	Concrete Catch Basins	100.00	1,200.00
10 only	Concrete Inlets	100.00	1,000.00
1 only	Special Concrete Inlets	130.00	130.00
10 only	Concrete Manholes, Type "A"	240.00	2,400.00
1 only	Concrete Manholes, Type "B"	250.00	250.00
2 only	Drop Manholes	300.00	600.00
220 cu. yds.	Concrete Curbs	45.00	9,900.00
660 sq. yds.	Concrete Walks	3.40	2,244.00
12 sq. yds.	Concrete Driveways	5.50	66.00
10 cu. yds.	Concrete in Islands	50.00	500.00
160 lin. ft.	1½-inch Electrical Conduit	2.20	352.00
200 lin. ft.	Metal Guard Rail	3.50	700.00
15,000 cu. yds.	Coarse Crushed Material in Base	2.60	39,000.00
1,200 cu. yds.	3/4" - 0 Material in Base	3.50	4,200.00
400 M-gals.	Sprinkling	4.50	1,800.00
All Required	Preparation of Base		600.00
260 cu. yds.	3/4" - 0 Material in Binder Course	5.50	1,430.00
45 tons	RC-3 Asphalt in Binder Course	45.00	2,025.00
350 tons	Class "B" Asphaltic Concrete	7.00	2,450.00
2 tons	MS-1 Asphalt	70.00	140.00
	Subtotal		$153,397.00
	10% Engr. & Cont.		15,339.70
	Total		$168,736.70

Type Code X551
Sandy Blvd. Undercrossing (Sta. 125+45.42)(Contract No. 4829)

		$	
All Required	Provide Detour Structure		$ 25,000.00
All Required	Alter Existing Structure		6,000.00
All Required	Shoring, Cribbing, Etc.		2,000.00
2,000 cu. yds.	Structural Excavation	6.00	12,000.00
100 cu. yds.	Excavation Below Elevation Shown	19.00	1,900.00
2,600 cu. yds.	Class "A" Concrete	56.00	145,600.00
145 cu. yds.	Class "A-A" Concrete	45.00	6,525.00
475,000 lbs.	Metal Reinforcement	0.13	61,750.00
All Required	Prestressing Reinforcement and Prestressing		14,000.00
All Required	Expansion Plate Assemblies		9,700.00
1,525 lin. ft.	Metal Rail	9.00	13,725.00
All Required	Electrical Work on Structure		2,300.00
85 lin. ft.	Concrete Handrail	13.00	1,105.00
			$301,605.00

Work to be Done by U.P.R.R.

All Required	Revision of Signal System, Etc.	$ 6,000.00
	Subtotal	$307,605.00
	10% Engr. & Cont.	30,760.50
	Total	$338,365.50

Length of Roadway 0.358 Mile
Length of Structure 0.000 Mile
Total Length 0.358 Mile
Cost of Roadway Per Mi. $471,331.56

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$168,736.70	$155,726.00	$13,010.70
Structure	338,365.50	312,274.00	26,091.50
	$507,102.20	$468,000.00	$39,102.20

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-323(20)

37TH AVENUE-42ND AVENUE SECTION OF THE
T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 31, 1956

Type Code 2010
Roadway (Sta. 118+50 to Sta. 137+60)

All Required	Clearing and Grubbing	$	$ 2,500.00
All Required	Removal of Building		2,000.00
All Required	Removing Concrete and Masonry		5,500.00
2,400 cu. yds.	Drainage Excavation, Unclassified	3.00	7,200.00
72,000 cu. yds.	General Excavation, Unclassified	0.45	32,400.00
66,000 cu. yds.	Disposing of Excess Materials	0.60	39,600.00
All Required	Finishing Roadbed and Slopes		2,000.00
900 lin. ft.	Rounding Cutbanks	0.20	180.00
1,400 lin. ft.	8-inch Sewer Pipe	1.30	1,820.00
400 lin. ft.	10-inch Sewer Pipe	1.75	700.00
800 lin. ft.	12-inch Sewer Pipe	2.25	1,800.00
1,100 lin. ft.	15-inch Sewer Pipe	2.75	3,025.00
400 lin. ft.	18-inch Sewer Pipe	3.25	1,300.00
600 lin. ft.	24-inch Sewer Pipe	4.50	2,700.00
40 lin. ft.	Extra for Pipe Under Pavement	4.00	160.00
12 only	Concrete Catch Basins	75.00	900.00
10 only	Concrete Inlets	65.00	650.00
1 only	Special Concrete Inlets	100.00	100.00
10 only	Concrete Manholes, Type "A"	275.00	2,750.00
1 only	Concrete Manholes, Type "B"	250.00	250.00
2 only	Drop Manholes	350.00	700.00
220 cu. yds.	Concrete Curbs	42.00	9,240.00
660 sq. yds.	Concrete Walks	3.50	2,310.00
12 sq. yds.	Concrete Driveways	4.50	54.00
10 cu. yds.	Concrete in Islands	45.00	450.00
160 lin. ft.	1½" Electrical Conduit	1.50	240.00
200 lin. ft.	Metal Guard Rail	3.50	700.00
15,000 cu. yds.	Coarse Crushed Material in Base	2.50	37,500.00
1,200 cu. yds.	3/4" - 0 Material in Base	2.75	3,300.00
400 M-gals.	Sprinkling	2.50	1,000.00
All Required	Preparation of Base		250.00
260 cu. yds.	3/4" - 0 Material in Binder Course	3.75	975.00
45 tons	RC-3 Asphalt in Binder Course	42.00	1,890.00
350 tons	Class "B" Asphaltic Concrete	9.50	3,325.00
2 tons	RS-1 Asphalt	45.00	90.00
	Subtotal		$169,559.00
	10% Engr. & Cont.		16,955.90
	Total		$186,514.90

Oregon State Highway Department

Federal Aid
Project No. I-323(20)

37TH AVENUE-42ND AVENUE SECTION OF THE
T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 31, 1956

Type Code 2010
Roadway (Sta. 118+50 to Sta. 137+60)

All Required	Clearing and Grubbing	$	$ 2,500.00
All Required	Removal of Building		2,000.00
All Required	Removing Concrete and Masonry		5,500.00
2,400 cu. yds.	Drainage Excavation, Unclassified	3.00	7,200.00
72,000 cu. yds.	General Excavation, Unclassified	0.45	32,400.00
66,000 cu. yds.	Disposing of Excess Materials	0.60	39,600.00
All Required	Finishing Roadbed and Slopes		2,000.00
900 lin. ft.	Rounding Cutbanks	0.20	180.00
1,400 lin. ft.	8-inch Sewer Pipe	1.30	1,820.00
400 lin. ft.	10-inch Sewer Pipe	1.75	700.00
800 lin. ft.	12-inch Sewer Pipe	2.25	1,800.00
1,100 lin. ft.	15-inch Sewer Pipe	2.75	3,025.00
400 lin. ft.	18-inch Sewer Pipe	3.25	1,300.00
600 lin. ft.	24-inch Sewer Pipe	4.50	2,700.00
40 lin. ft.	Extra for Pipe Under Pavement	4.00	160.00
12 only	Concrete Catch Basins	75.00	900.00
10 only	Concrete Inlets	65.00	650.00
1 only	Special Concrete Inlets	100.00	100.00
10 only	Concrete Manholes, Type "A"	275.00	2,750.00
1 only	Concrete Manholes, Type "B"	250.00	250.00
2 only	Drop Manholes	350.00	700.00
220 cu. yds.	Concrete Curbs	42.00	9,240.00
660 sq. yds.	Concrete Walks	3.50	2,310.00
12 sq. yds.	Concrete Driveways	4.50	54.00
10 cu. yds.	Concrete in Islands	45.00	450.00
160 lin. ft.	1½" Electrical Conduit	1.50	240.00
200 lin. ft.	Metal Guard Rail	3.50	700.00
15,000 cu. yds.	Coarse Crushed Material in Base	2.50	37,500.00
1,200 cu. yds.	3/4" - 0 Material in Base	2.75	3,300.00
400 M-gals.	Sprinkling	2.50	1,000.00
All Required	Preparation of Base		250.00
260 cu. yds.	3/4" - 0 Material in Binder Course	3.75	975.00
45 tons	RC-3 Asphalt in Binder Course	42.00	1,890.00
350 tons	Class "B" Asphaltic Concrete	9.50	3,325.00
2 tons	RS-1 Asphalt	45.00	90.00
		Subtotal	$169,559.00
		10% Engr. & Cont.	16,955.90
		Total	$186,514.90

Type Code X581
Sandy Blvd. Undercrossing (Sta. 125+45.48)

All Required	Provide Detour Structure	$	$ 35,000.00
All Required	Alter Existing Structure		15,000.00
All Required	Shoring, Cribbing, Etc.		7,500.00
2,000 cu. yds.	Structural Excavation	6.00	12,000.00
100 cu. yds.	Excavation Below Elevation Shown	15.00	1,500.00
2,550 cu. yds.	Class "A" Concrete	70.00	178,500.00
145 cu. yds.	Class "A-A" Concrete	85.00	12,325.00
465,000 lbs.	Metal Reinforcement	0.14	65,100.00
All Required	Prestressing Reinforcement and Prestressing		12,500.00
All Required	Expansion Plate Assemblies		4,000.00
1,525 lin. ft.	Metal Rail	7.00	10,675.00
All Required	Electrical Work on Structure		2,000.00
85 lin. ft.	Concrete Handrail	20.00	1,700.00
			$357,800.00

Work to be Done by U.P.R.R.

All Required	Revision of Signal System, Etc.	$	$ 6,000.00
	Subtotal		$363,800.00
	10% Engr. & Cont.		36,380.00
	Total		$400,180.00

Length of Roadway	0.358 Mile
Length of Structure	0.000 Mile
Total Length	0.358 Mile
Cost of Roadway Per Mi.	$520,991.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$186,514.90	$172,306.00	$14,208.90
Structure	400,180.00	369,694.00	30,486.00
	$586,694.90	$542,000.00	$44,694.90

Oregon State Highway Department

Federal Aid Project
No. I-323(20)

37th AVENUE-42nd AVENUE SECTION

OF THE T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Aug. 31, 1956

Type Code 2010
Roadway (Sta. 118+50 to Sta. 137+60)

All Required	Clearing and Grubbing		$ 2,500.00
All Required	Removing Concrete and Masonry		5,500.00
2,400 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	7,200.00
72,000 cu. yds.	General Excavation, Unclassified	0.45	32,400.00
66,000 cu. yds.	Disposing of Excess Materials	0.60	39,600.00
All Required	Finishing Roadbed and Slopes		2,000.00
900 lin. ft.	Rounding Cutbanks	0.20	180.00
1,400 lin. ft.	8-inch Sewer Pipe	1.30	1,820.00
400 lin. ft.	10-inch Sewer Pipe	1.75	700.00
800 lin. ft.	12-inch Sewer Pipe	2.25	1,800.00
1,100 lin. ft.	15-inch Sewer Pipe	2.75	3,025.00
400 lin. ft.	18-inch Sewer Pipe	3.25	1,300.00
600 lin. ft.	24-inch Sewer Pipe	4.50	2,700.00
40 lin. ft.	Extra for Pipe Under Pavement	4.00	160.00
12 only	Concrete Catch Basins	75.00	900.00
10 only	Concrete Inlets	65.00	650.00
1 only	Special Concrete Inlets	100.00	100.00
10 only	Concrete Manholes, Type "A"	275.00	2,750.00
1 only	Concrete Manholes, Type "B"	250.00	250.00
2 only	Drop Manholes	350.00	700.00
220 cu. yds.	Concrete Curbs	42.00	9,240.00
660 sq. yds.	Concrete Walks	3.50	2,310.00
12 sq. yds.	Concrete Driveways	4.50	54.00
10 cu. yds.	Concrete in Islands	45.00	450.00
160 lin. ft.	$1\frac{1}{2}$" Electrical Conduit	1.50	240.00
200 lin. ft.	Metal Guard Rail	3.50	700.00
15,000 cu. yds.	Coarse Crushed Material in Base	2.50	37,500.00
1,200 cu. yds.	3/4" - 0 Material in Base	2.75	3,300.00
400 M-gal.	Sprinkling	2.50	1,000.00
All Required	Preparation of Base		250.00
260 cu. yds.	3/4" - C Material in Binder Course	3.75	975.00
45 tons	RC-3 Asphalt in Binder Course	42.00	1,890.00
350 tons	Class "B" Asphaltic Concrete	9.50	3,325.00
2 tons	RS-1 Asphalt	45.00	90.00
	Subtotal		$167,559.00
	10% Engr. & Cont.		16,755.90
	Total		$184,314.90

Type Code X581

Sandy Blvd. Undercrossing (Sta. 125+45.48)

All Required	Provide Detour Structure		$ 35,000.00
All Required	Alter Existing Structure		15,000.00
All Required	Shoring, Cribbing, Etc.		7,500.00
2,000 cu. yds.	Structural Excavation	$ 6.00	12,000.00
100 cu. yds.	Excavation Below Elevation Shown	15.00	1,500.00
2,600 cu. yds.	Class "A" Concrete	70.00	182,000.00
145 cu. yds.	Class "A-A" Concrete	85.00	12,325.00
475,000 lbs.	Metal Reinforcement	0.14	66,500.00
All Required	Prestressing Reinforcement and Prestressing		12,500.00
All Required	Expansion Plate Assemblies		4,000.00
1,525 lin. ft.	Metal Rail	7.00	10,675.00
All Required	Electrical Work on Structure		2,000.00
85 lin. ft.	Concrete Handrail	20.00	1,700.00
			$362,700.00
	Work to be Done by U.P.R.R.		
All Required	Revision of Signal System, Etc.		6,000.00
		Subtotal	$368,700.00
		10% Engr. & Cont.	36,870.00
		Total	$405,570.00

Length of Roadway	0.358 mile
Length of Structure	0.000 mile
Total Length	0.358 mile
Cost of Roadway per mile	$514,846.08

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$184,314.90	$169,353.00	$ 14,961.90
Structure	405,570.00	372,647.00	32,923.00
	$589,884.90	$542,000.00	$ 47,884.90

RECEIVED
MAY 22 1961
FOR FILING
I-323(20)
4829

May 19, 1961

Gray, Fredrickson & Heath
Attorneys at Law
1021 Equitable Building
Portland 4, Oregon

Attention: Mr. Lloyd W. Weisensee

Gentlemen:

In answer to your letter of May 10 regarding construction on the Banfield Expressway in the general vicinity of the N. E. 37th Avenue and Sandy Boulevard, we believe that the contract to which you refer is the 37th Avenue-42nd Avenue Contract No. 4829, awarded to Donald M. Drake Company on November 7, 1956. Work began on this project on November 19, 1956, and was completed in its entirety December 3, 1957.

Mr. John L. Jersey entered into a subcontract with Drake on the 9th of November, 1956, for grading, stone base and removal and disposal of approximately 300 lineal feet of reinforced concrete retaining wall.

Our records do not indicate the method used in the demolition of this structure.

We trust that the above information is what you desire.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

ROUGH DRAFT

y

Salem, Oregon
May 16, 1961

Gray, Fredrickson & Heath
1021 Equitable Building
Portland 4, Oregon

Attn: Mr. Lloyd W. Weisensee

Gentlemen:

In answer to your letter of May 10 regarding construction on the Banfield Expressway in the general vicinity of the N.E. 37th Avenue and Sandy Boulevard, we believe that the contract you refer to is the 37th Avenue-42nd Avenue Contract, No. 4829, awarded to Donald M. Drake Company on November 7, 1956. Work began on this project on November 19, 1956 and was completed in its entirety December 3, 1957.

Mr. John L. Jersey entered into a subcontract with Drake on the 9th of November 1956 for grading, stone base and removal and disposal of approximately 300 lineal feet of reinforced concrete retaining wall.

Our records do not indicate the method used in the demolition of this structure. I trust that the above information is what you desire.

Very truly yours,

EAP:db

cc: Tom Edwards

GRAY, FREDRICKSON & HEATH
(GRAY & LISTER)
ATTORNEYS AT LAW

WENDELL GRAY
FLOYD A. FREDRICKSON
NATHAN J. HEATH
LLOYD W. WEISENSEE

1021 EQUITABLE BLDG.
PORTLAND 4, OREGON
CAPITOL 3-7249

May 10, 1961

Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are informed that during February, possibly January, of 1957, John L. Jersey, Inc. and/or the Donald M. Drake Company, while engaged in the construction of the Banfield Expressway in Portland in the general vicinity of the intersection of N. E. 37 Avenue and Sandy Blvd., had occasion to demolish an existing viaduct.

If possible, would you confirm the fact that either one or both of these firms was engaged in such demolition work either as prime or subcontractor, the contract number, the date the work was commenced and completed, and if your records indicate, the means by which the demolition was accomplished.

Very truly yours,

GRAY, FREDRICKSON & HEATH

Lloyd W Weisensee
Lloyd W. Weisensee

LWW:js

[illegible] to Edwards for info for reply

RECEIVED
MAY 15 1961
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
JAN - 1 1960
FOR FILING

I-323(20)

4829

December 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 16, concerning the Union Pacific Railroad Company's bill for adjustment of their communication and signal lines to permit construction of the T. H. Banfield Highway between Union Ave. and 42nd Ave.

The highway improvement on the section was done under three Federal-aid projects, Project UI-323(15) Union Ave.-37th Ave., Project I-323(20) 37th Ave.-42nd Ave. and UI-323(11) 39th Ave. Undercrossing.

The work by the railroad was of such nature that it was necessarily performed as a unit rather than by the separate projects, [illegible] it almost impossible to show separate costs for each of the projects. Accordingly, since most of the railroad revision work was required for the construction of the Union Ave.-37th Ave. Section, Project UI-323(15), the bill for the entire revision was submitted with the final voucher for that project. All railroad work involved in the above projects are included in the final Union Pacific Company's bill submitted with the final voucher for Project UI-323(15). We are enclosing a copy of a letter from the Union Pacific Company dated [illegible], advising the bill is final for the above projects.

We advised you that work under Contract 4590, Project UI-323(15) was completed September 1, 1957, and work under Contract [illegible], Project I-323(20) was completed December 3, 1957. Normal procedure, however, requires restoration of the railroad facilities after completion of the highway work and the railroad work subsequent to the above dates was accomplished for this reason. We are enclosing a copy of a letter from the Union Pacific Company dated Oct. 7, 1959, advising the work of removing the underground cable between 37th Ave. and 39th Ave. and restoring to open lines on poles was done during June 20 to June 24, 1958. For the above reasons we believe the railroad work, subsequent to the highway contracts completion dates listed in the railroad bill No. 822924, is eligible for Federal reimbursement.

Your suggestion concerning submission of railroad progress bills with progress Federal-aid vouchers where the work is to be of considerable duration, appears desirable and will be kept in mind.

You will note in the third paragraph of the Union Pacific Company's letter of October 7, 1959, mention is made that work on the N.E. 16th Ave. and Holladay Street connections, Project I-80N-1(5)1 is to be made under a subsequent separate billing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:jb

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project UI-323(15), Union Ave.-
37th Ave. Section of the T. H. Banfield
Expressway

Dear Sir:

An audit was made of the Union Pacific Railroad Company's bills included in the PR-20 Final Voucher on the above project. We are attaching one copy of Form 302 indicating the exceptions revealed during the audit.

On pages 9 to 12 of the PR-302 are listed exceptions for work done by the railroad company from September 1957 to June 1958. These costs were all incurred after your notice to us of completion date on September 1, 1957.

Before any recommendations are made on these citations we would like to have your comments or reasons for the railroad work after completion date. Also any other comments you may have on other citations as listed.

The Bureau Auditor has recommended that the State Highway Department submit progress vouchers covering railroad work on progressive bills when the construction period covers a considerable time. This project started in 1955 and some records had been destroyed. Progress vouchers covering railroads progressive billings would save audit time, improve relations with the company, and insure complete documentation being readily available.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

ENCL.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

[illegible] OF OPERATION

PORTLAND [illegible], OREGON

OCTOBER 7, 1959

(File Ref. D 9016 - 32 - 14)

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

Willamette River - 42d Avenue Section,
Banfield Expressway

Replying to your letter of October 1st concerning Railroad Bill No. 822924 issued in connection with the captioned project:

A check of our records indicates that the charges, June 1958, were in connection with removing the underground cable through the 37th and 39th Avenue structures and restoring the line to open wire. This work was performed in four days, from June 20th to the 24th.

The work on the Holladay Street Overcrossing occurred on June 13th and 14th, and 16th through 19th, and covered the placing of our wire lines underground. These latter charges will appear in a bill for the 16th Street Crossing, when it is compiled.

I trust this gives you enough information to clear up your question.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

cc: Mr. R. M. Brown,
District Engineer, UPRR -
Portland.

RECEIVED
JAN - 4 1960
FOR FILING

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2929 NO LARRABEE AVE
PORTLAND 17, OREGON

SEPTEMBER 28, 1959

File Ref. D 9016 - 12 - 19

Mr. Ivan D. Merchant,
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Merchant:

**N. E. 39th Avenue Overcrossing --
Banfield Expressway**

In reply to your recent inquiry concerning billing of Railroad expenses on the captioned project:

This will confirm your understanding that all Railroad expenses between 42nd Avenue and the Willamette River, whether in connection with overcrossing structure or contracts for the construction of the Banfield itself, were charged to the Banfield Expressway work and billed with reference to "Contract Audit No. 85902, dated September 9, 1955, our Work Order 7498-1-CW." The quoted information appears at the latter part of the description of the work on the billheads. This includes expenses at the 39th Avenue overcrossing as well as the 37th and Sandy Blvd. overcrossing.

The billing was made pursuant to the above-mentioned agreement, which covered all the work on this section of the Banfield Expressway without regard to construction contracts awarded by the State.

A separate agreement covered 39th Avenue because the easement runs to the City of Portland.

To further confirm that it was intended to bill all the expenses against the Banfield Expressway, you are referred to Mr. Kidder's letter of October 19, 1955 to Mr. Baldock, to the attention of Mr. Paxson, giving an estimate of Railroad [illegible] broken down to the various features.

Yours very truly,

G. H. [illegible]

RECEIVED
JUL [illegible] 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 16, 1958

I. 323 (20)
(CONTRACT NO.) (EST. NO.) (CONTRACTOR)

4829 17 F. E. Donald M. Drake Co.
(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

[illegible]41 H217247 $[illegible]2.57 7-16-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeleske
ACCOUNTING DIVISION

Specified completion date: 240 workdays from 11-17-56

Time Extensions: None

Completion Date: 12-3-57

Date Accepted: Jan. 16, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: July 21, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

JUL 21 1958

NOTED ON CARD

RECEIVED
JUN 26 1958
FOR FILING

1-3336

4829

June 25, 1958

CERTIFIED MAIL

St. Paul Fire & Marine Ins. Co.
Pacific Dept.
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

You are hereby notified that a post-final payment will be made to Donald M. Drake Company on Contract No. 4829, for structure, grading and stone base on the 37th Ave.-42nd Ave. Section of the T. H. Banfield Expressway in Multnomah County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $438,768.24, including the post-final payment of $1,532.57. Of the total, $1,519.18 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

sm

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
MAY 5 1958

7-

OREGON STATE HIGHWAY DEPARTMENT
(date)

May 2, 1958

(CONTRACT NO.) I-323(20)	(EST. NO.)	(CONTRACTOR)
4829	16 Final	Donald M. Drake Company
(VOUCHER NO.) 41-1	(WARRANT NO.)	(AMOUNT) (DATE)
9387	H211032	$13,397.61 5-2-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 240 Workdays from 11-17-56

Time Extensions: None

Completion Date: Dec. 3, 1957

Date Accepted: Jan. 16, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: May 2, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
H B Glaisyer

Warrant Mailed: MAY 2 1958
GRu.

NOTED ON CARD
OM

RECEIVED
APR 11 1958
FOR FILING

I-3x8 ([illegible])
4829

Apr. 11, 1958

CERTIFIED MAIL

St. Paul Fire & Marine Insurance Co.
Pacific Dept.
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 4829 for structure, grading and stone base on the 37th Avenue-42nd Avenue Section of the T. H. Banfield Expressway in Multnomah County was completed by the contractor, Donald M. Drake Company, on Dec. 3, 1957, and was formally accepted by the Highway Commission on Jan. 16, 1958.

Final payment in the amount of $13,397.61 will be released to the contractor on or after Apr. 21, 1958. The total contract amount is $437,235.67, of which amount $1,519.18 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
em

RECEIVED
FEB 19 1958

FOR FILING

I 323 [illegible]

[illegible]

Feb. 18, 1958

St. Paul Fire & Marine Insurance Co.
Pacific Dept.
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Donald M. Drake Company in connection with Contract No. 4829, for structure, grading and stone base on the 37th Ave.-42nd Ave. Section of the T. H. Banfield Expressway in Multnomah County. This payment, in the amount of $3,671.82, will be released to the contractor on or after Feb. 28, 1958. The retained percentage is $13,108.39.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
em

ORIGINAL COPY

RECEIVED
JAN 22 1958
FOR FILING

Jan. 20, 1958

CERTIFIED MAIL

St. Paul Fire & Marine Insurance Co.
Pacific Dept.
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Donald M. Drake Company in connection with Contract No. 4829, for structure, grading, and stone base on the 37th Ave.-42nd Ave. Section of the T. H. Banfield Expressway in Multnomah County. This payment, in the amount of $27,544.65, will be released to the contractor on or after Jan. 30, 1958. The retained percentage is $12,994.83.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

om

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland, Oregon

NOTED ON CARD

FORM E-123X 50M-9-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 10, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Oregon Project BF-108(8), South Unit, Bend-Lapine L. # 4052
Oregon Project BFI-324(14), Hopmere Interchange S. : 4759
Oregon Project I-323(20), 37th-42nd Avenue

Dear Sir:

Reference is made to your letter of October 24 in which you call attention to excessive subcontracting on the above-captioned projects. We have checked into the project records and find as follows:

On the South Unit, Bend-Lapine Project, BF-108(8), we find that no subcontracts were approved on this project. This contractor, J. W. Briggs, did not indicate that the work was being subcontracted; however, our costkeepers, in examining his records at the completion of the project, found that Item 1, Clearing, and Items 20 through 26, which covered the paving, were subcontracted. This was done without our knowledge or consent.

On the Hopmere Interchange, BFI-324(14), we approved subcontracts in the amount of 38 per cent. Investigation initiated by your letter has brought to light a sub rosa contract in the amount of 34 per cent of the contract, which was entered into without our knowledge or consent. The matter of sub rosa contracts is a particularly vexing one, and we are instructing our personnel to continue vigilance in unearthing such, and in case we are not successful as indicated by future performance, it may be necessary to include a liability clause in the specifications.

With respect to the 37th-42nd Avenue Project, I-323(20), Mr. Stephenson has reported to you previously that the dollar value of the subcontracts executed, many of which were for partial items, did not exceed 50 per cent of the total contract price and they were approved on this basis.

In order that there be no question in anyone's mind, we are issuing a general letter to the field reiterating previous instructions and clarifying the basis on which percentages shall be computed. A copy of this letter is attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
Mr. W. C. Williams - Mr. Tom Edwards

FORM E-3C 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1957

SUBJECT: Subcontracts

To: ALL STAFF ENGINEERS, DIVISION ENGINEERS,
RESIDENT ENGINEERS, AND LOCATING ENGINEERS:

We have experienced some difficulty in controlling the amount of work subcontracted to the maximum specified 50 per cent. In order to clarify rulings in regard to this matter, you are advised as follows:

If items are only partially subcontracted (for example, the production of mineral aggregate when the bid item calls for "Mineral Aggregate in Place", the placing of metal reinforcement when the bid item calls for "Furnishing and Placing Metal Reinforcement", or the placing of culvert pipe when the bid item calls for "Furnishing and Placing Culvert Pipe"), the correct percentage of subcontracts is arrived at by adding the items partially subcontracted and comparing against the total contract bid price.

Conversely, if the contractor subcontracts a total item, such as the "Furnishing and Placing of Mineral Aggregate" complete, the "Furnishing and Placing of Metal Reinforcement" complete, or the "Furnishing and Placing of Concrete Culvert Pipe" complete, the correct percentage is arrived at by use of the bid prices and amounts stated in the prime contract. These, added to any partial (if any) subcontracted items, should then be compared against the total contract bid price.

Your special attention is called to the fact that a contractor might subcontract one of these items at a figure less than that shown in the prime contract, but, where the item is subcontracted as a complete item, the prime contract price must prevail and not the price at which the item was subcontracted.

We wish to request your constant vigilance in approving subcontracts in order that these rules may be observed, and we wish to enlist your constant vigilance against the execution of sub rosa subcontracts. In case you have any doubt as to the existence of such sub rosa contracts, it will be well to solicit a written statement from the contractor in that regard.

Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

cc Mr. C. G. Polk

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
[illegible]

Portland, Oregon
November 5th, 1957

SUBJECT: 37th Ave.-42nd Avenue
Banfield Expressway
Prefix 26-1977, Cont. 4829

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Reference is made to your letter of November 1, 1957 with an attached letter from Mr. C. C. Felk, Division Engineer for the Bureau of Public Roads, concerning unauthorized subcontracting on the above subject project.

On May 20, 1957 a subcontract was submitted by Donald M. Drake Company with Newport Construction Company, which on bid prices was in excess of 50%, but on subcontract prices was below the 50%. This subcontract was forwarded to Mr. F. M. Stephenson, and was returned to this office approved by Mr. Stephenson. Subsequent to this, in September 1957 an additional subcontract in the amount of $2590 between Donald M. Drake and Warren Northwest, Inc. was submitted, which also was approved by Mr. Stephenson.

Enclosed herewith are copies of pertinent correspondence in connection with these subcontracts. I believe this file will answer questions concerning Mr. Felk's letter.

A. E. [illegible]
Assistant Division Engineer

AEJ:w
Encl.

cc: F. M. Stephenson
L. H. Allan

Form E-1—10M—7-37

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 7, 1957

Section 37th Ave. - 42nd Ave.

Kind of work Structure, Grading & stone Base

Highway T.H. Banfield Ex County Multnomah

Section prefix 26-1077

Contractor Donald M. Drake Co.

Contract number 4829

Date of contract November 7, 1956

Specified work days

Date work started November 19, 1956

Work days used

Project authorization $564,189.75

Exclusive of engineering $524m069.59

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Estimated per cent overrun or underrun %

Per cent of contract completed, based on total contract price %

Engineering authorization $40,120.16

Engineering cost to date $, %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work this week except cleanup.
This will be the final report as job is completed.

RECEIVED

NOTED

Noted
M. N. Juve

cc: L.R. Allen

Signed James Don
James Don, Resident Engineer

Address P.O. Box 4699, portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 3146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.358	0.358			
Miles partially completed					
Miles completed	0.358	0.358			
Total estimated quantities (contract)	72,000 cy	15,000 cy			
Total quantities corrected to date	72,000 cy	15,000 cy			
Estimated quantities moved or placed to date	64,000 cy	12,000 cy			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Rain		
Saturday			

file

RECEIVED
1957
FOR FILING

I [illegible]

4829 08-35

June 4, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-323(20), 37th Avenue-42nd Avenue Section of the T. H. Banfield Expressway, Contract No. 4829 - Order for State Force Work dated February 27, 1957

Dear Sir:

We are returning herewith all copies of the subject Force Order, except one which is retained for informational purposes.

The erecting, maintaining and lighting of barricades as well as other temporary lighting and signing appears to be a responsibility of the contractor and the cost of such work, as stated in the special provisions, is assumed to be included in one or more of the regular bid items.

Federal participation in the cost of an earlier order dated February 18, 1957 covering the furnishing and placing of signs and barricades by State forces, was not requested.

Very truly yours,

C. G. POLK
Division Engineer

Encls.

Original to
Bridge Dept.

RECEIVED
NOV 28 1956
FOR FILING

I-32[illegible] ([illegible])

November 27, 1956

Donald M. Drake Company
1600 N. W. Savier St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4829, which was awarded to you by the State Highway Commission on November 7, 1956, covering the 37th Avenue-42nd Avenue Section of the T.H. Banfield Expressway in Multnomah County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl
encl.

A

RECEIVED
NOV 8 1956
~~FOR FILING~~
I-323 (20)

11-27

November 7, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: 37th Avenue-42nd Avenue Section of T. H. Banfield Expressway
Federal Interstate Project No. I-323(20)

On September 28, the Highway Commission accepted the low bid of Donald M. Drake Company of Portland in the amount of $455,002 for the above project and directed the engineer to award the contract to said bidder as soon as necessary right-of-way was acquired.

All right-of-way for the project has been acquired.

We propose to award the contract to Donald M. Drake Company as of this date. May we have your concurrence in this award.

We have in our files a set of plans and specifications for the project which bear the approval of J. W. Curran, Chief Engineer for the Union Pacific Railroad Company. Attached hereto is a copy of the letter of transmittal of these plans and specifications. The item of drainage questioned in the letter is taken care of on Drawing 12937 of the project plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By Forrest Cooper
Deputy State Highway Engineer

CAG:eh
cc C. A. Gardner

RECEIVED
NOV 7 1956
FOR FILING

[illegible]

4829

November 7, 1956

Donald M. Drake Co.
1600 N.W. Savier
Portland, Oregon

Gentlemen:

The State Highway Commission on September 28, 1956 accepted your proposal for structure, grading and stone base on the 37th Avenue-42nd Avenue Section of the T.H. Banfield Expressway in Portland, in Multnomah County, for the sum of $455,002.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4829.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:hlm
cc: Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.

Att. Dorothy McCormack

R. G. Savage, SIAC
Tom Edwards
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 7, 1956
11:40 a.m.

Donald M. Drake Co.
1600 N.W. Savier
Portland, Oregon

Contract for structure, grading and stone base on 37th Avenue-42nd Avenue Section of T.H. Banfield Expressway, Multnomah County, for which you submitted low bid on September 28, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary

cc: Confirmation
Accounting (5003-900)
C.W. Head
Files ✓

4-1603 Cannon Beach Jct. Sec. of the 1956
Sunset & Oreg. Coast Hwys.
#4830

RECEIVED
[illegible] 13 1957

W. C. [illegible]

December 9th, 1957

FINAL COST ANALYSIS

Cannon Beach Junction Section
Contract #4830

4-1603

Grading, Paving & Illumination
Eugene Gardens, Contractor
E. J. Hall, Resident Engineer

Sunset & Oregon Coast Highways
Prefix 4-1603-201(41)

47[illegible] Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$825.10	$721.00	$ 825.10	$ 721.00
Removal of Pavement	472.6	Sq. Yd.	.265	.20	125.11	94.52
Removal of Catch Basins	1	Each	31.22	20.00	31.22	20.00
Drainage Excavation, Unclassified	54.72	Cu. Yd.	4.85	3.00	265.32	164.16
General Excavation, Unclassified	956.5	" "	1.33	.68	1,275.28	650.49
Finishing Roadbed & Slopes	100%	All	344.85	200.00	344.85	200.00
18" Concrete Pipe	99	Lin. Ft.	3.25	2.90	321.48	287.10
Concrete Catch Basins	1	Each	96.38	90.00	96.38	90.00
1¼" Electrical Conduit	186.7	Lin. Ft.	1.68	1.65	313.82	308.06
Concrete Curbs	6.21	Cu. Yd.	94.61	46.00	587.51	285.66
Concrete in Island	2.57	" "	65.74	60.00	168.96	154.20
Coarse Cr. Material in Base	1,085	" "	4.90	3.80	5,319.40	4,123.00
3/4"-0 Cr. Material in Base	405	" "	5.00	3.80	2,023.38	1,539.00
Class "B" Asphaltic Concrete	439.68	Ton	12.35	12.76	5,432.11	5,610.32
Asphaltic Concrete Traffic Markers	595.1	Lin. Ft.	.89	.90	529.36	535.59
Illumination Installation, Complete	100%	All	5,378.88	5,280.00	5,378.88	5,280.00
PA #1, Furnish & Install 6" Perf. Drain Pipe,	50	Lin. Ft.	1.80	2.00	90.15	100.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #1, Special Backfill in Drains	8	Cu. Yd.	$7.51	$6.00	$ 60.09	$ 48.00
Force Account					462.34	462.34
					$23,751.05	$20,673.44

Total Cost	$23,751.05
Gross Revenue	20,673.44
Net Loss	$ 3,077.61

Net Loss Equals 14.9% of Gross Revenue

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #1, Special Backfill in Drains	8	Cu. Yd.	$7.51	$6.00	$ 60.09	$ 48.00
Force Account					462.34	462.34
					$23,751.05	$20,673.44

Total Cost	$23,751.05
Gross Revenue	20,673.44
Net Loss	$ 3,077.61

Net Loss Equals 14.9% of Gross Revenue

Detail of Cost
Contract #4830

Labor:				
Supervision & Labor			$4,093.30	
Labor Insurance			378.11	
				$ 4,471.41
Equipment Rental & Misc.:				
Equipment Rental (Owned)			$2,391.92	
" " (Rented)			160.00	
Gas, Oil and Grease			907.54	
Lumber, Signs & Misc.			498.17	
P.U.C.			68.91	
Telephone			104.00	
Bond			200.00	
P.L. & P.D. Insurance			37.67	
Overhead			310.00	
				4,678.21
Materials:				
Coarse Cr. Material in Base	1,085 Cu. Yd.	at $ 2.50	$2,712.58	
3/4"-0 Cr. Material in Base	405 " "	" 2.50	1,012.50	
Special Backfill in Drains	8 " "	" 2.50	20.00	
18" Concrete Pipe	99 L. F.	" 1.88	186.00	
6" Perf. Metal Drain Pipe	50 " "	" .937	46.83	
Concrete	10 Cu. Yd.	" 22.36	223.65	
				4,201.48
Work Done By:				
Steeck Electric Co.			$ 280.05	
" " "			4,800.00	
Palmberg Construction Co.			5,319.90	
				10,399.95
Total Cost				$23,751.05

Contract #4830

Remarks:

This was a "State Project" calling for grading, paving and illumination of Cannon Beach Junction, which is the intersection of the Oregon Coast Highway with the Sunset Highway in Clatsop County.

The project was bid November 8th, 1956. The contractor started work Monday, May 6th, 1957, and was completed July 2nd, 1957.

The north end of the project is on the Oregon Coast Highway at Station 177+50, which station is approximately 3.1 miles south of Seaside. The south end of the project is on the Sunset Highway at Station 188+30, which station is approximately 0.12 mile south of the junction.

Excavation proved very costly due to traffic and the fact that only 50 to 60 yards could be moved at a time and had to be backfilled with base rock so as not to produce a traffic hazard. Flagmen had to be utilized most of the time. Materials in Y produced a considerable amount of moisture and necessitated installation of perforated drains.

Steeck did the electrical work and the Palmberg Construction Co. laid the asphaltic pavement and traffic markers.

Equipment used on project: Quickway backhoe, two 10-yard trucks, one 5-yard truck, H.D. 6 loader, Oliver loader, Fordson blade, Adams grader, portable sander, two pickups and miscellaneous small hand tools.

Low bid prices, method of operation, weather and traffic conditions resulted in loss.

M. N. Juve
Chief Cost Analyst

By . . H. R. Sturgis

Files
[illegible] card

RECEIVED
OCT 3 1957
FOR FILING

4830

October 2, 1957

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. M. McVay

Gentlemen:

Thank you for your letter of September 27 to which was attached three copies of a claim filed with your office by Howard E. Johnson against Eugene Gardens in the sum of $364.50 for materials furnished on our Contract No. 4830. The claim bears your file No. 3585.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

September 27, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Avery A. Combs, Attorney at Law, P. O. Box 747, Seaside, Oregon and filed as of this date, a notice of claim by Howard E. Johnson for material supplied in the amount of $364.50 against the bond taken from Al Parker, dba Eugene Gardens, principal and Maryland Casualty Company, surety in connection with rock supplied for the contract for road construction at Cannon Beach Junction in Clatsop County, Oregon pursuant to Contract No. 4830.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

M. McVay
By
Clerk, Records Division

GS:FK
Enc.

REFERRED TO
BY SECRETARY

RECEIVED
OCT 1 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
aml

RECEIVED
OCT 3 1957
FOR FILING

11-1633

4830

Filed

October 2, 1957

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Howard E. Johnson against Eugene Gardens for material furnished on our Contract No. 4830, awarded to Eugene Gardens for grading, paving, and illumination on the Cannon Beach Junction Section of the Sunset and Oregon Coast Highways in Clatsop County. The claim is in the sum of $364.50.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

FAQ:fp

NOTICE

September 6, 1957

TO THE STATE OF OREGON :

Notice is hereby given that the undersigned, Howard E. Johnson, has a claim for material supplied in the amount of $364.50 against the bond taken from Al Parker, dba Eugene Gardens, and Maryland Casualty Company in connection with rock supplied for the contract for road construction at Cannon Beach junction in Clatsop County, Oregon, pursuant to Contract No. [illegible].

Howard E. Johnson
Howard E. Johnson

File No. 5585

FILED
SEP 27 1957
MARK O. HATFIELD
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
SEP 27
[illegible]

NOTED ON CARD
[illegible]

RECEIVED
SEP 19 1957
FOR FILING

4-4803

4830

files
[illegible] card

September 18, 1957

Mr. Avery A. Combs
Attorney at Law
P. O. Box 747
Seaside, Oregon

Dear Sir:

As requested in your letter of September 6 and in the affidavit which was attached, we are enclosing a certified copy of contract and bond No. 4830, awarded to Eugene Gardens for work on the Cannon Beach Junction Section of the Sunset and Oregon Coast Highways in Clatsop County.

We will advise the surety and the contractor that Mr. Howard E. Johnson's claim in the amount of $364.50 has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

NOTED ON CARD
em

AVERY A. COMBS
ATTORNEY AT LAW
P.O. Box 747
SEASIDE, OREGON

September 6, 1957

4830

Secretary of State
Salem, Oregon

Dear Sir:

Enclosed please find an Affidavit signed by Howard E. Johnson against Al Parker, dba Eugene Gardens in connection with contract recently completed for the Highway Commission at Cannon Beach Junction in Clatsop County, Oregon.

Will you please send me a certified copy of the contract with Mr. Parker and the bond furnished by him.

Very truly yours,

Avery A. Combs

AAC:et

Encl.

REFERRED TO [illegible]

OK prepare [illegible] of contract – performance [illegible]

RECEIVED
SEP 11 19
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
em

A F F I D A V I T

STATE OF OREGON)
) ss.
County of Clatsop)

I, Howard E. Johnson, of lawful age, being first duly sworn, depose and say:

That Al Parker, dba Eugene Gardens was awarded a contract by the Oregon State Highway Commission for certain road construction at Cannon Beach Junction in Clatsop County, Oregon; that Howard E. Johnson, the undersigned, contracted with said Al Parker to supply rock for said job at the rate of $2.50 per yard; that 1488 yards were furnished and that Howard E. Johnson thereby became entitled to receive the sum of $3,720.00 therefor; that the only amount paid thereon has been $3,355.50. That there is still due, owing and unpaid the sum of $364.50 to Howard E. Johnson for rock supplied for said job.

Howard E. Johnson

Subscribed and sworn to before me this 9th day of September, 1957.

Avery A. Cook
Notary Public for Oregon
My Commission Expires: 2/28/58

RECEIVED
SEP 19 1957
FOR FILING

11103

4830

Files
No contract

September 18, 1957

Maryland Casualty Co.
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton
Manager, Claim Division

Gentlemen:

We have received an Affidavit of Claim from Avery A. Combs, Attorney, P. O. Box 747, Seaside, in behalf of Howard E. Johnson against Eugene Gardens for rock used on Highway Contract No. 4830 for grading, paving, and illumination on the Cannon Beach Junction Section of the Sunset and Oregon Coast Highways in Clatsop County. The claim is in the sum of $364.50.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD
em

RECEIVED
AUG 11 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 7, 1957

(CONTRACT NO.)		(EST. NO.)	(CONTRACTOR)	
4830	4-1602 4830	4-Final	Eugene Gardens	
(VOUCHER NO.)		(WARRANT NO.)	(AMOUNT)	(DATE)
1795[illegible]		H-187962	$ 620.20	8/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 70 workdays from 3-1-57

Time Extensions: None

Completion Date: July 2, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
AUG 2 1957
FOR FILING

August 1, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4830 for grading, paving, and illumination on the Cannon Beach Junction Section of the Sunset and Oregon Coast Highways in Clatsop County was completed by the contractor, Eugene Gardens, on July 2, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $620.20 will be released to the contractor after acceptance by the Commission. The total contract amount is $20,673.44, of which amount $462.34 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Robert Cross, Insurance
111 E. Broadway
Eugene, Oregon

NOTED ON CARD

RECEIVED
JUL 25 1957

FOR FILING
[illegible]
4830

July 25, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Eugene Gardens in connection with Contract No. 4830, for grading, paving and illumination on the Cannon Beach Junction Section of the Sunset and Oregon Coast Highways in Clatsop Counties. This payment, in the amount of $9,434.08, will be released to the contractor on or after August 5, 1957. The retained percentage is $620.20.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Robert Cross, Insurance
111 E. Broadway
Eugene, Oregon

NOTED ON CARD
em

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 12, 1957

Section Cannon Beach Junction

Kind of work Grading, Paving & Illumination

Highway Sunset & Oregon Coast County Clatsop

Section prefix 4-1603

Contractor Eugene Gardens

Contract number 4830

Date of contract November 8, 1956

Specified work days 70

Date work started May 6, 1957

Work days used 35

Project authorization $26,347.61

Exclusive of engineering $24,474.00

Per cent of time elapsed 50 %

Estimated cost of completed project, exclusive of engineering $23,346.87

Estimated per cent ~~overrun~~ or underrun 4.6 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $1,873.61

Engineering cost to date $2,260, 120.6 %

Date project was completed July 2, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final estimate submitted to Salem Tuesday, June 9, 1957.

FINAL REPORT

RECEIVED
JUL 15 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

CONSTRUCTION DIVISION
RECEIVED
JUL [illegible] 1957

NOTED Ey B R
CE ACE COE

Signed E J Hall Res. Engr.

Address P.O. Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.20	0.20			0.20
Miles partially completed					
Miles completed	0.20	0.20			0.20
Total estimated quantities (contract)	1,300 C.Y.	1,700 C.Y.			360 T
Total quantities corrected to date	960 C.Y.	1,490 C.Y.			460 T
Estimated quantities moved or placed to date	960 C.Y.	1,490 C.Y.			460 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men	
Supervision	
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Clear		
Wednesday	Overcast		
Thursday	Overcast		
Friday	Cloudy		
Saturday			

RECEIVED
DEC 5 1956
FOR FILING

4-1602

4830

December 5, 1956

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4830, which was awarded to you by the State Highway Commission on November 8, 1956, covering the Cannon Beach Junction Section of the Sunset and Oregon Coast Highways in Clatsop County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 13 1956
FOR FILING

4-1663

4830

November 13, 1956

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Gentlemen:

The State Highway Commission on November 8, 1956 awarded to you State Highway Contract No. 4830 for grading and paving, also highway illumination, on the Cannon Beach Junction Section of the Sunset and Oregon Coast Highways in Clatsop County.

This award was based on your bid of $19,970.10, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

21-[illegible] Beverly Beach State Park 1956
Latrine
[illegible]4331

RECEIVED
APR [illegible] 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 17, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4831	5-Final	Lee-Built Homes and John D. Bachman	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8185	H-178540	$ 689.75	4/17/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 80 Workdays from 11-23-56

Time Extensions: None

Completion Date: Mar. 26, 1957

Date Accepted: Apr. 19, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Apr. 23, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

TED ON CARD
em

Warrant Mailed: APR 23 195

Ruth Rawlings

4

RECEIVED
APR 9 - 1957
FOR FILING

2-1535

April 8, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4831 for work performed on the Beverly Beach State Park Section of the Oregon Coast Highway in Lincoln County was completed by the contractor, Lee-Built Homes & John D. Buchman, on March 26, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $689.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $6,560.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ecm

cc: Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

NOTED ON CARD

em

RECEIVED
NOV 23 1956
FOR FILING

21-3325

4831

November 27, 1956

Lee-Built Homes &
John D. Bachman, Contractors
846 "M" Street
Springfield, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission on November 23, 1956, as follows:

Contract No. 4831, covering construction of the Beverly Beach State Park Latrine in Lincoln County.

Contract No. 4832, covering construction of the Fogarty Creek State Park Latrine in Lincoln County.

We are also sending copies of these contracts to the surety on your performance bonds.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl
encls.

RECEIVED
NOV 13 1956

FOR FILING

21 3335

4831

November 13, 1956

Lee-Built Homes and
John D. Bachman
846 M Street
Springfield, Oregon

Gentlemen:

The State Highway Commission on November 8, 1956 awarded to you State Highway Contract No. 4831 for construction of a latrine at Beverly Beach State Park on the Oregon Coast Highway in Lincoln County.

This award was based on your bid of $6,569.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

Pl-1136 Fogarty Creek State Park 1956
Latrine
1932

21-3336 Fogarty Creek State Park 1956
Latrine
4832

RECEIVED
MAY 17 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 15, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4832	5-Final	Lee-Built Homes & John D. Bachman

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10497	H-180901	$ 872.50	5/15/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 80 Workdays from 11-23-56

Time Extensions: None

Completion Date: Apr. 10, 1957

Date Accepted: Apr. 19, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: May 15, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAY 16 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 6 - 1957
FOR FILING

4832

May 3, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4832 for work performed on the Fogarty Creek State Park Section of the Oregon Coast Highway in Lincoln County was completed by the contractor, Lee-Built Homes & John D. Bachman, on Apr. 10, 1957 and was formally accepted by the Highway Commission on Apr. 19, 1957.

Final payment in the amount of $872.50 will be released to the contractor on or after May 13, 1957. The total contract amount is $6,980.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

W. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

cc: Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

NOTED ON CARD

RECEIVED
NOV 23 1956
FOR FILING

21-1534

4832

November 27, 1956

Lee-Built Homes &
John D. Bachman, Contractors
846 "M" Street
Springfield, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission on November 23, 1956, as follows:

Contract No. 4831, covering construction of the Beverly Beach State Park Latrine in Lincoln County.

Contract No. 4832, covering construction of the Fogarty Creek State Park Latrine in Lincoln County.

We are also sending copies of these contracts to the surety on your performance bonds.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl
encls.

RECEIVED
NOV 13 1956
FOR FILING

21-3336
4832

November 13, 1956

Lee-Built Homes and
John D. Bachman
846 M Street
Springfield, Oregon

Gentlemen:

The State Highway Commission on November 8, 1956 awarded to you State Highway Contract No. 4832 for construction of a latrine at Fogarty Creek State Park on the Oregon Coast Highway in Lincoln County.

This award was based on your bid of $6,980.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

2[illegible]-[illegible]07 Addition to Maintenance 19[illegible]
Building in N. Portland
[illegible]33

RECEIVED
FEB 5 1957
FOR FILING
26-3407
4833

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 31, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4833	3-Final	H. A. Starr Concrete, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2096	H-172433	$ 901.89	1/31/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 80 Workdays from 11-23-56

Time Extensions:

Completion Date: Jan. 8, 1957

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-4-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: FEB 4 1957

Ruth Rawlings

RECEIVED
JAN 29 1957
FOR FILING

26-2407

4-33

January 25, 1957

CERTIFIED MAIL

United States Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4833 for work performed on the North Portland Maintenance Building Addition in Multnomah Countywas completed by the contractor, H. A. Starr Concrete,Inc., on January 8, 1957 and was formally accepted by the Highway Commission on January 22, 1957.

Final payment in the amount of $901.89 will be released to the contractor on or after February 4, 1957. The total contract amount is $8,780.23 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
DEC 5 1956
FOR FILING

26-3417

4833

December 5, 1956

H. A. Starr Concrete, Inc.
2425 North Commercial St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4833, which was awarded to you by the State Highway Commission on November 8, 1956, for constructing the North Portland Maintenance Building Addition in Multnomah County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

A

RECEIVED
NOV 13 1956
FOR FILING
26-3407

4833

November 13, 1956

H. A. Starr Concrete, Inc.
2425 N. Commercial
Portland, Oregon

Gentlemen:

The State Highway Commission on November 8, 1956 awarded to you State Highway Contract No. 4833 for construction of an addition to the Maintenance Building at 521 N.E. Russett in Portland, Multnomah County.

This award was based on your bid of $8,610.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
SEP 13 1956

FOR FILING

26-3407

4133

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1956

SUBJECT: Addition to North Portland maintenance building

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

Herewith sketch showing the proposed location of the new four bay addition to be constructed to the North Portland Maintenance Building. In 1950 we remodeled the existing building by putting uplift doors in the west side and at that time contemplated the present extensions. The site is strategically located and we will undoubtedly wish to continue this station indefinitely. The bridge crew was formerly stationed here with resulting crowding, but they have been moved to Sylvan so that the maintenance facilities have adequate room.

We plan a standard masonry block building 34' x 54'6" with four truck storage bays. The north end of the new addition will butt up against the south wall of the existing building. The back sides will be in line but the front of the new building will be six feet back of the existing building due to the fact it is 40' deep. The side door into the old building will be moved by state forces. The roof of the new building will be higher and independent of the roof of the old due to the lower than standard vertical clearance of the old building. The floor elevation of the new building will be 5[illegible].0, 2.0 feet higher than the old due to the slope of the yard. There will be no plumbing or heating but lights are desired with convenient service outlet. Concrete aprons are desired and gravel floors and no ceiling.

The estimated cost is: 34' x 54.6' = 1853 square feet $4.50 per square foot= $8338 plus 12% for contingencies and engineering; $1042 = $9380. The budget item is $9000, however there are funds available to transfer to cover if needed.

The City of Portland has adopted a new building code from which it appears we may have to omit windows in the rear of the new building. Mr. Al Johnson sent us a copy of the new code for Bridge Department files. Plans probably will require City of Portland approval and building permit.

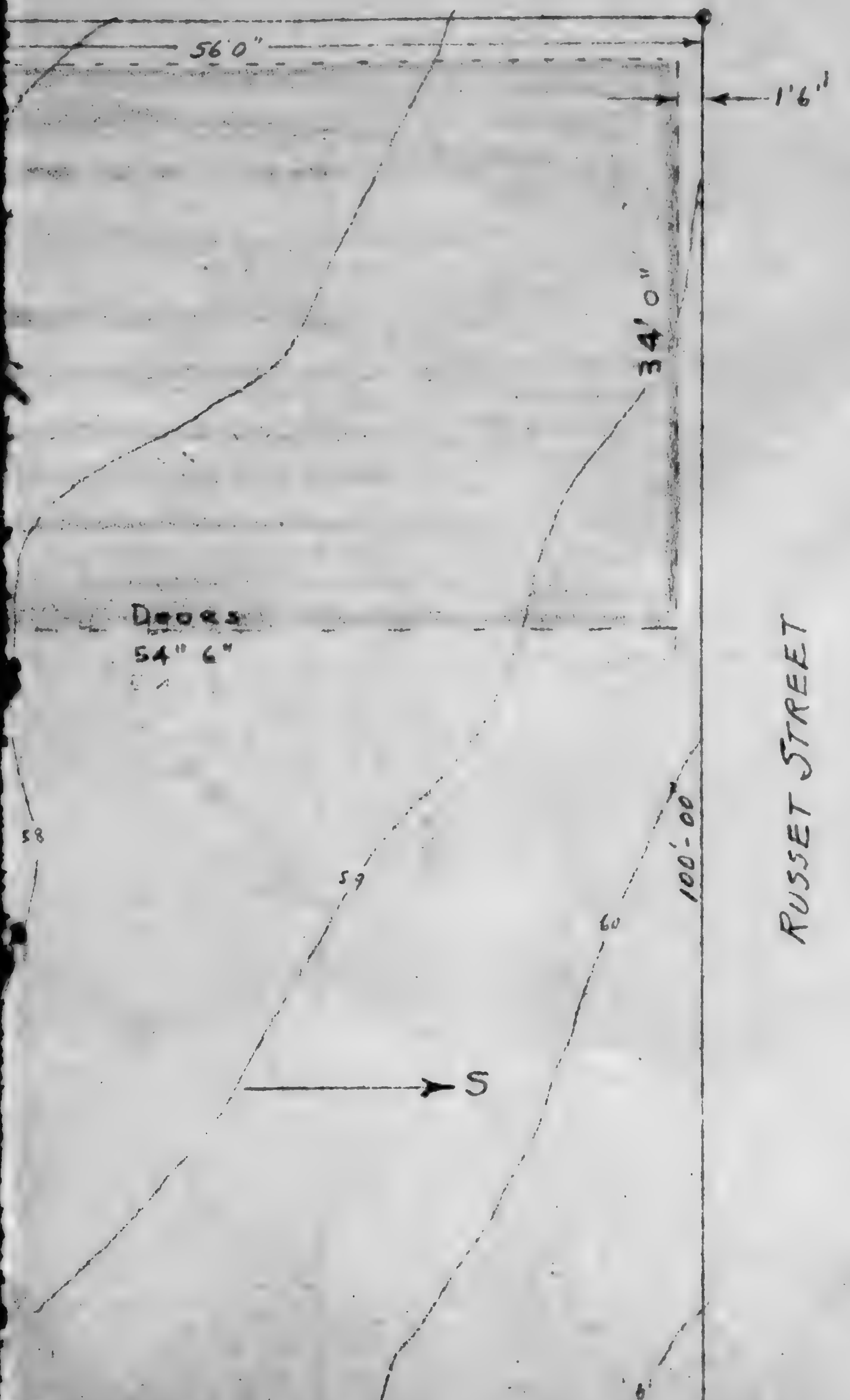
NOTED
W. W. STIFFLER

Our map shows present ground elevations, location of gas pump, etc. We enclose a profile showing Russet Street Grades as established by City.

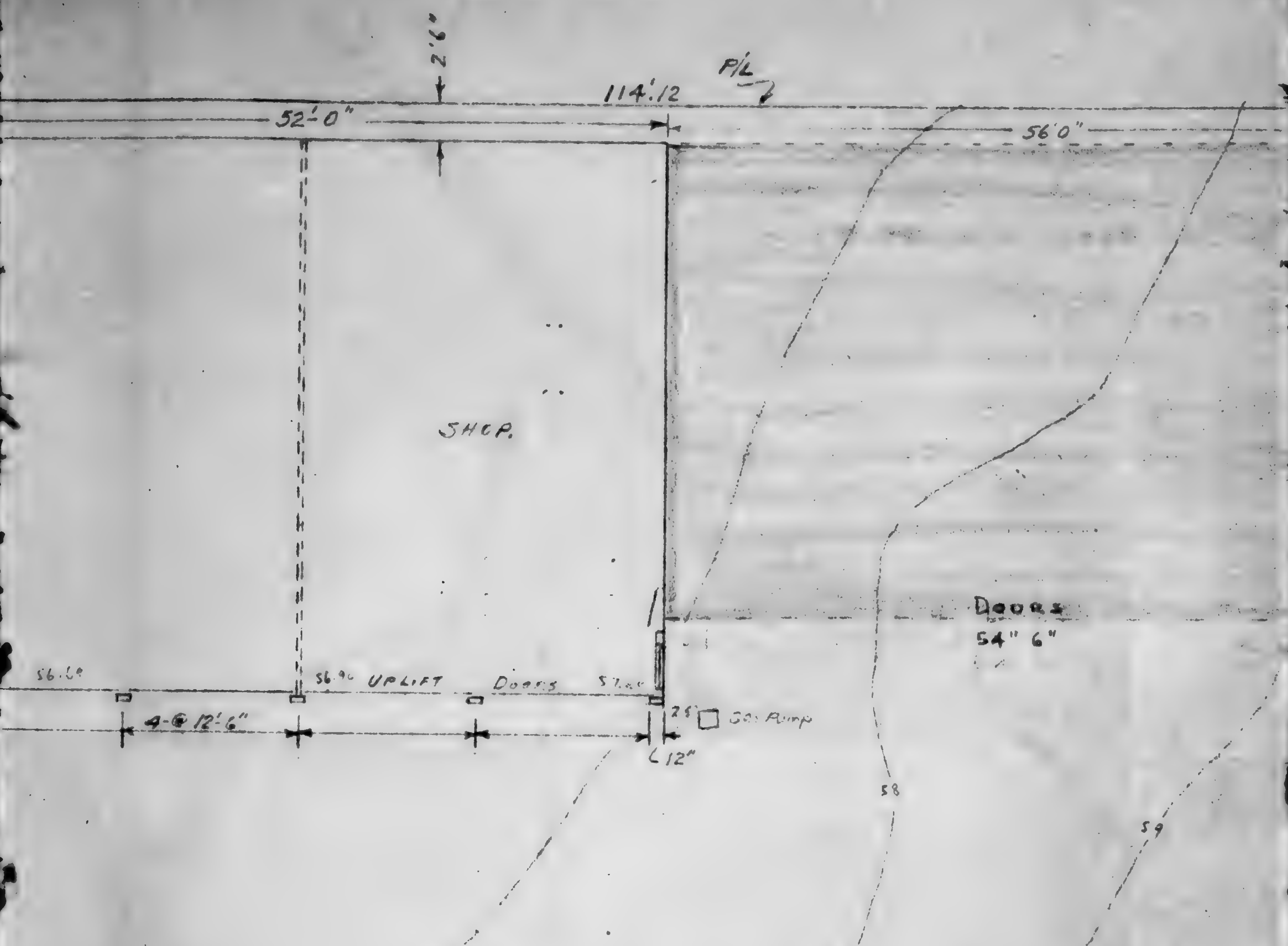
I. A. DeFrance
Assistant Maintenance Engineer

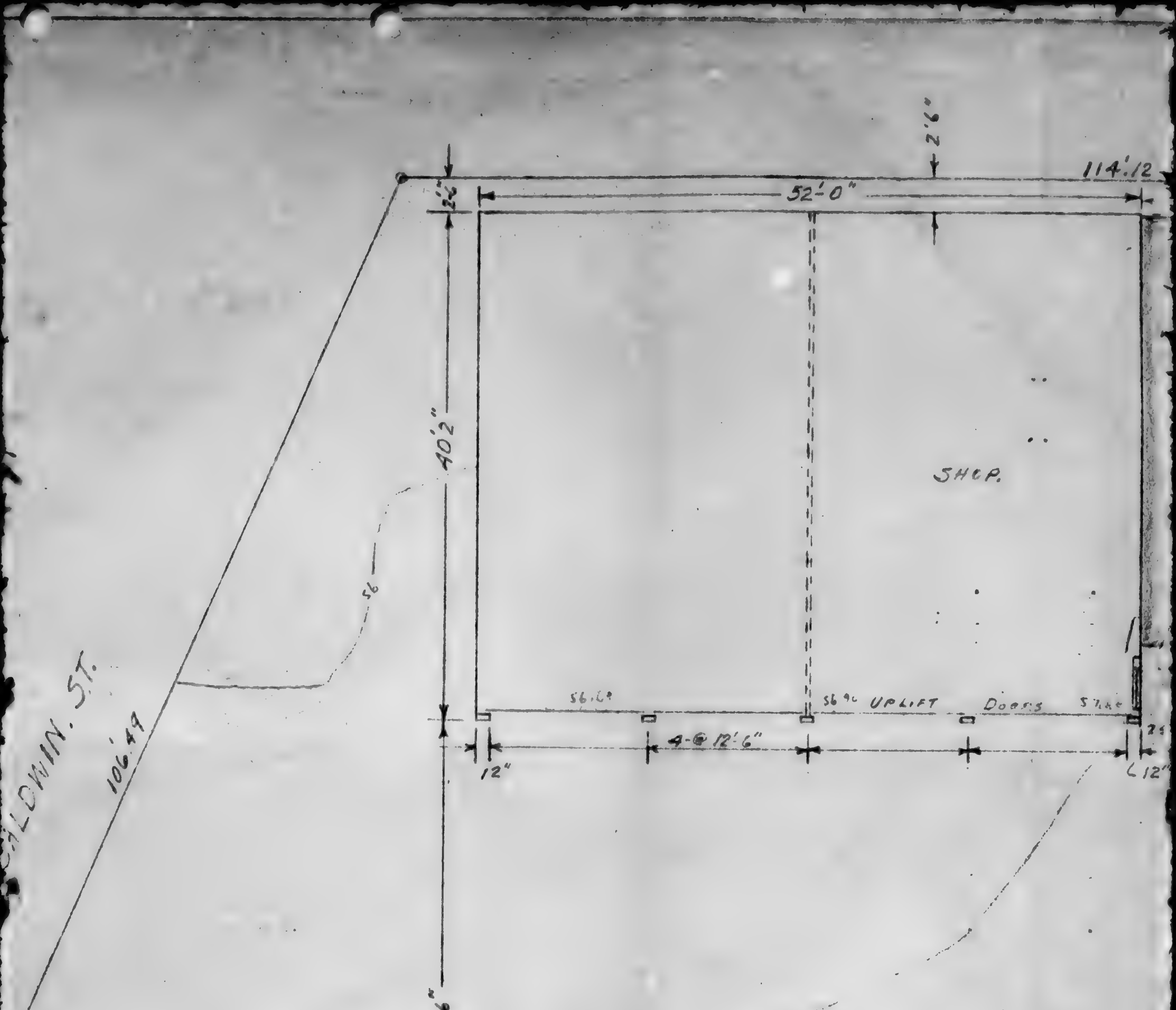
IAD:dl
Encl.

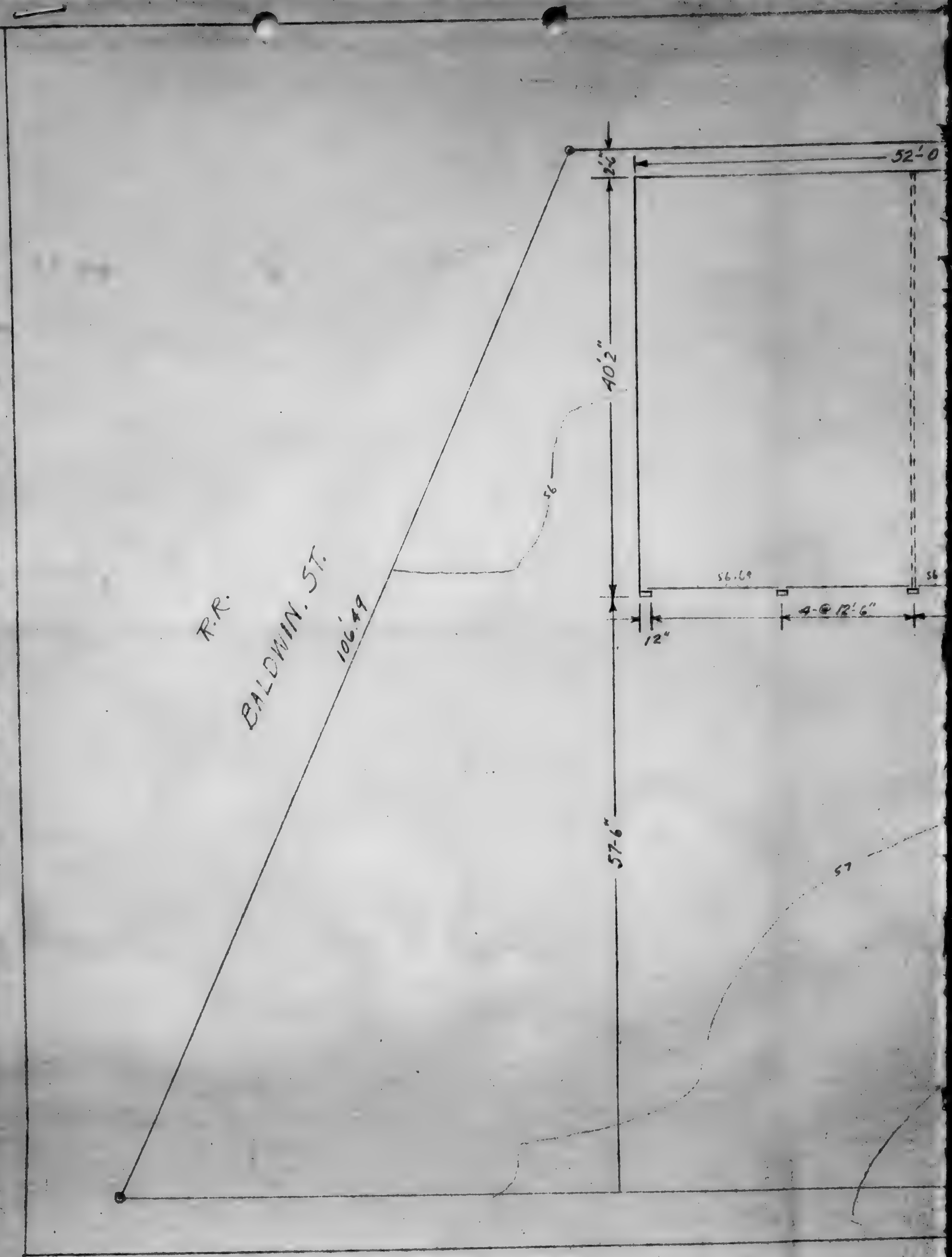
APPROVED 9-18-56
WWStiffler
Assistant State Highway Engineer


56'0"
1'6"
34'0"
Doors
54" 6"
58
59
60
61
100'-00
RUSSET STREET
S

NORTH PORTLAND
MAINTENANCE BUILDING.
AUG. 16, 1956 SCALE 1" = 10'
H.W.H.


2'6"
P/L
114'.12
52'-0"
56'0"
SHOP.
Doors
54" 6"
56.60
56.90
UPLIFT
Doors
57.00
4-@ 12'-6"
2.5'
Pump
12"
58
59
57
S
160.82"


ALDWIN. ST.
106.49
2'6"
114'.12
52'-0"
2'2"
40'2"
SHOP.
56
56.60
56.90 UPLIFT DOORS 57.40
4-@ 12'6"
12"
12"
2'6
57'-6"
57
150.82"


52'-0
2'6"
40'2"
56
56.69
56
4-@ 12'-6"
12"
R.R.
BALDWIN. ST.
106.49
57-6"
57

F-300(9) Mill Cr. Br. & Sheridan 1956
U'Xing, Valley Jct.-Sheridan Sec.,
#4834 Salmon River Hwy.

F-300(9) Mill Cr. Br. & Sheridan 1956
U'Xing, Valley Jct.-Sheridan Sec.,
#4834 Salmon River Hwy.

RECEIVED
SEP 18 1957
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 4, 1957

F-300 (9)		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4834	8 f	Tom Lillebo Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20137	H 190750	$7,799.92	Sept. 4, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion Date: 200 workdays from 11-23-56

Time Extensions: None

Completion Date: Aug. 9, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 16, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
SEP 17 1957
GL

NOTED ON CARD

RECEIVED
AUG 27 1957
FOR FILING

[illegible]

August 26, 1957

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4834 for Mill Creek Bridge and Sheridan Undercrossing on the Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill County was completed by the contractor, Tom Lillebo Construction Company, on August 9, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $7,799.92 will be released to the contractor after acceptance by the Commission. The total contract amount is $93,285.48, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em
cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
em

RECEIVED
DEC 5 1956
FOR FILING

T [illegible] (2)

4834

December 5, 1956

Tom Lillebo Construction Co.
Reedsport
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4834, which was awarded to you by the State Highway Commission, for constructing the Mill Creek Bridge and the Sheridan Undercrossing on the Salmon River Highway in Yamhill County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

A

RECEIVED
NOV 13 1956
FOR FILING

F-300 (9)

4834

November 13, 1956

Tom Lillebo Construction Co.
Box 355
Reedsport, Oregon

Gentlemen:

The State Highway Commission on November 8, 1956 awarded to you State Highway Contract No. 4834 for construction of the Mil Creek Bridge and the Sheridan Undercrossing on the Valley Junction-Sheridan Section of the Salmon River Highway in Yamhill County.

This award was based on your bid of $96,533.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
OREGON DISTRICT [illegible] 1956
FILING
F 300(9)
4834 08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

November 8, 1956

REFERRED TO
C/o per

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4834 for Oregon Project F-300(9), Mill Creek Bridge & Sheridan Undercrossing on the Wallace Bridge-Sheridan Unit of the Salmon River Highway, to Tom Lillebo Construction Company of Reedsport, Oregon, low bidder in the amount of $96,533.50 at the November 8, 1956 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

REFERRED TO
Probert
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
NOV 13 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 9 1956
FOR FILING

OREGON DISTRICT
F-300 (9)

4834

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 24, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-300(9), Mill Creek Bridge and Sheridan Undercrossing on the Salmon River Highway. This is to authorize your advertising for bids.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

RECEIVED
NOV 7 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

U-122(10) 17th St.-Cozine Cr. (Adams 1957
St.), McMinnville Sec., Pacific
#1835 Hwy. W. Folder # 2

835

RECEIVED
JUL 21 1958

FOR FILING

Monthly transaction number	PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County **Yamhill**
Project report number 7		Project number **U-122(10)**

4835

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 25th**, 19**57**, is hereby modified as follows:

Revised estimated total cost of project	$ **271,676.00**
Revised Federal funds	$ **168,357.00**
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18 day of July, 19 58.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By ______________________

State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

C G Polk

By **C. C. POLK**
Division Engineer

USComm-DC 11170

July 14, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of Modification of Project Agreement, signed by the Highway Commission for the 17th Street-Cozine Creek (Adams St., McMinnville) Project No. U-122(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]C:mas

RECEIVED
[illegible] 3 - 1958
FOR FILING

Oregon State Highway Department

Federal Aid
Project No. U-122(10)

U-122 (10)

4835

15th STREET-COZINE CREEK (ADAMS ST., McMINNVILLE)
SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as a basis for modified project agreement, revised to include utility bills from City of McMinnville. Based on final construction quantities at low bid prices and approved Price Agreements, approved Extra Work Orders and approved State Force Orders.)

Type Code 6201
Roadway (Sta. 86+38.17 Thru Equation 148+78.35 equals 138+83.92 to Sta. 137+ 2.70)(Contract No. 4835)

Clearing and Grubbing	All Required		$ 5,000.00
Removal of Building	All Required		500.00
Removal of Pavement	1,430 sq.yds.	$ 0.70	1,001.00
Removal of Curbs	5,229.8 lin.ft.	0.25	1,307.45
Removal of Walks and Driveways	762.8 sq.yds.	0.45	343.26
Removal of Catch Basin	27 only	10.00	270.00
Drainage Excavation, Unclassified	2,616.96 cu.yds.	2.50	6,542.40
Special Borrow Excavation, Unclassified	82,038.2 cu.yds	0.70	57,426.74
General Excavation, Unclassified	10,712.6 cu.yds.	0.85	9,105.71
Finishing Roadbed and Slopes	All Required		1,000.00
Excavating and Placing Topsoil	1,444.8 cu.yds	1.75	2,528.40
18 Inch Corrugated Metal Pipe	588 lin.ft.	3.75	2,205.00
48 Inch Corrugated Metal Pipe	100 lin.ft.	17.00	1,700.00
6 Inch Sewer Pipe	468 lin.ft.	1.15	538.20
8 Inch Sewer Pipe	3,155 lin.ft.	1.30	4,101.50
12 Inch Sewer Pipe	1,091 lin.ft.	1.85	2,018.35
15 Inch Sewer Pipe	510 lin.ft.	2.30	1,173.00
18 Inch Sewer Pipe	618 lin.ft.	2.80	1,730.40
Extra for Pipe Under Pavement	848 lin.ft.	3.00	2,544.00
8 Inch Perforated Metal Drain Pipe	2,527 lin.ft.	1.60	4,043.20
Special Backfill in Drains	756 cu.yds.	3.00	2,268.00
Concrete Catch Basins	62 only	65.00	4,030.00
Concrete Manholes	14 only	185.00	2,590.00
Adjustment of Manholes	13 only	30.00	390.00
Reconstruction of Manholes	2 only	160.00	320.00
Concrete Curbs	358.08 cu.yds.	42.50	15,218.40
Concrete Walks	480.98 sq.yds.	3.60	1,731.53
Coarse Crushed Material in Base	14,206.5 cu.yds.	2.65	37,647.23

3/4" - 0 Material in Base	2,091 cu. yds.	$ 2.80	$ 5,854.80
Sprinkling	1,062 M-gals.	3.00	3,186.00
Preparation of Base	All Required		550.00
3/4" - 0 Material in Binder Course	137 cu.yds.	3.50	479.50
RC-3 Asphalt in Binder Course	33.72 tons	52.00	1,753.44
Asphaltic Concrete Mixture	5,335.38 tons	5.95	31,745.51
85-100 Asphalt in Mixture	311.38 tons	30.00	9,341.40
Extra for Asphaltic Concrete Approaches	32 only	30.00	960.00
Asphaltic Concrete Traffic Markers	318.8 lin.ft.	1.00	318.80

APPROVED PRICE AGREEMENTS, EXTRA WORK ORDERS, AND STATE FORCE ORDERS

P.A.#1 Concrete Driveways	763.38 sq.yd.	5.00	3,816.90
E.W.O.#1 Flagging (57½% of Contractor's Cost)	All Required		806.25
E.W.O.#2 Rebuild Sewer Line	All Required		1,471.51
E.W.O.#3 Reconstruct Manhole	All Required		115.76
E.W.O.#4 Channel Change & Fill Stabilization	All Required		3,154.67
S.F.O. Adjust Utilities (City of McMinnville)	All Required		8,554.38
S.F.O. Adjust Utilities (City of McMinnville)	All Required		3,600.00
S.F.O. Irrigation System & Planting Shrubs	All Required		1,226.28
	Subtotal		$246,209.51
	Engr. & Cont.		16,050.32
	Total		$262,259.88

Type Code X028
Box Culvert (Sta. 146+44 to Sta. 146+66)(Contract No. 4835)

Drainage Excavation, Unclassified	33.13 cu.yds.	$ 2.50	$ 82.83
General Excavation, Unclassified	127.9 cu.yds	0.85	108.72
Class "A" Concrete	121.4 cu.yds	55.00	6,677.00
Metal Reinforcement	14,021 lbs.	0.14	1,962.94

APPROVED PRICE ADJUSTMENTS

P.A.#2 Cement Adjustment (Favor of Contractor)	1.92		$ 8.16
	Subtotal		8,839.65
	Engr. & Cont.		576.97
		Total	$9,416.62

Length of Roadway	1.201 Miles
Length of Structure	0.004 Mile
Total Length	1.205 Miles
Cost of Roadway per Mi.	$218,367.92

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$262,259.83	$162,522.00	$ 99,737.83
Structure	9,416.62	5,835.00	3,581.62
	$271,676.45	$168,357.00	$103,319.45

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

WORK TO BE PERFORMED BY CITY OF MCMINNVILLE

Actual engineering, labor and overhead cost incurred in transferring poles to new highway on Adams Street..................................	$3,600.00
Cost of retapping and relaying mains and services materials..	5,715.98
Labor	2,838.40
Total	$8,554.38

Form PR 2 (Revised 1950)

State Oregon
Project No. U-122(10)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 19 57, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of October, 19 56, a program, which was approved on the 19th day of October, 19 56, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 24th day of October, 19 56, and the sum of one hundred fifty one thousand, and 00/100 dollars ($ 151,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 86+38.17 and 637+62.70, in McMinnville,

, length 1.205 miles, in Yamhill County,

being Oregon project No. U-122(10), consisting of 1.201 miles of

roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.004 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred fifty one thousand, and 00/100 dollars ($ 151,000.00), which does not exceed the authorized Federal pro rata share of two hundred forty five thousand, two hundred forty three and 35/100 dollars ($ 245,243.35), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title of officer)

By /s/ M. K. McIver
Member, State Highway Commission
(Title of officer)

By Robert
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By G Volk
District ~~Division~~ Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11279-6

A4.62

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the 17th St.-Cozine Creek (Adams St., McMinnville), Project No. U-122(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MMC:ia

4835

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

17th Street - Topeka (from Adams St. to [illegible])
Kansas Highway [illegible]
Shawnee County

NATURE OF WORK:

Grade, Pave and [illegible]

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4835 Perkins Bros. 11-16-56

DATE OF COMPLETION:

100 Workdays from 3-1-57

REMARKS:

4835

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

17th Street - [illegible] (Adams St. to [illegible])
Pacific Highway [illegible]
[illegible]

NATURE OF WORK:

Grade, [illegible]

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4835 Perkins Bros. 11-16-56

DATE OF COMPLETION:

100 Workdays from 3-1-57

REMARKS:

March 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the 17th Street-Cozine Creek (McMinnville) Section, Project No. U-122(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:ia

Oregon State Highway Department

Federal Aid
Project No. U-122(10)

17TH [illegible] ([illegible] ST., McMINNVILLE)

SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 19, 1957

Type Code 6201 (Sta. [illegible]/32.17 Term Equation 14[illegible] equals [illegible] to Sta. [illegible]) (Contract No. [illegible])

		$	$ 5,000.00
All Required	Clearing and Grubbing		500.00
All Required	Removal of Building	0.70	910.00
1,300 sq. yds.	Removal of Pavement	0.25	1,375.00
5,500 lin. ft.	Removal of Curbs	0.45	337.50
750 sq. yds.	Removal of Walks and Driveways	10.00	300.00
30 only	Removal of Catch Basin	2.50	4,937.50
1,975 cu. yds.	Drainage Excavation, Unclassified		
85,000 cu. yds.	Special Borrow Excavation, Unclassified	0.70	59,500.00
		0.85	7,140.00
8,400 cu. yds.	General Excavation, Unclassified		1,000.00
All Required	Finishing Roadbed and Slopes	1.75	875.00
500 cu. yds.	Excavating and Placing Topsoil	3.75	2,100.00
560 lin. ft.	18-inch Corrugated Metal Pipe	17.00	1,700.00
100 lin. ft.	48-inch Corrugated Metal Pipe	1.15	115.00
100 lin. ft.	6-inch Sewer Pipe	1.30	3,380.00
2,600 lin. ft.	8-inch Sewer Pipe	1.85	1,850.00
1,000 lin. ft.	12-inch Sewer Pipe	2.30	1,380.00
600 lin. ft.	15-inch Sewer Pipe	2.80	1,960.00
700 lin. ft.	18-inch Sewer Pipe	3.00	2,250.00
750 lin. ft.	Extra for Pipe Under Pavement	1.60	2,720.00
1,700 lin. ft.	8-inch Perforated Metal Drain Pipe	3.00	1,200.00
400 cu. yds.	Special Backfill in Drains	65.00	3,900.00
60 only	Concrete Catch Basins	185.00	2,220.00
12 only	Concrete Manholes	30.00	480.00
16 only	Adjustment of Manholes	160.00	960.00
6 only	Reconstruction of Manholes	42.50	17,000.00
400 cu. yds.	Concrete Curbs	3.60	1,080.00
300 sq. yds.	Concrete Walks	1.80	108.00
60 lin. ft.	1½-inch Electrical Conduit	2.65	33,125.00
12,500 cu. yds.	Coarse Crushed Material in Base	2.80	3,640.00
1,300 cu. yds.	3/4" - 0 Material in Base	3.00	1,500.00
500 M-gals.	Sprinkling		550.00
All Required	Preparation of Base		700.00
200 cu. yds.	3/4" - 0 Material in Binder Course	3.50	1,768.00
34 tons	RC-3 Asphalt in Binder Course	52.00	32,130.00
5,400 tons	Asphaltic Concrete Mixture	5.95	9,900.00
330 tons	85-100 Asphalt in Mixture	30.00	520.00
10 tons	RS-1 Asphalt	52.00	
80 only	Extra for Asphaltic Concrete Approaches	30.00	2,400.00
		1.00	100.00
100 lin. ft.	Asphaltic Concrete Traffic Markers		$212,611.00
All Required	Flagging (57½% of Contractor's Cost)		500.00

Subtotal	$213,111.00
10% Engr. & Cont.	21,311.10
Total	$234,422.10

Type Code 1028
Box Culvert (Sta. 146+44 to Sta. 146+55) (Contract No. 4035)

25 cu. yds.	Drainage Excavation, Unclassified	$2.50	$ 62.50
100 cu. yds.	General Excavation, Unclassified	0.85	85.00
138 cu. yds.	Class "A" Concrete	55.00	7,590.00
15,000 lbs.	Metal Reinforcement	0.14	2,100.00
	Subtotal		$ 9,837.50
	10% Engr. & Cont.		983.75
	Total		$ 10,821.25

Length of Roadway 1.201 Miles
Length of Structure 0.004 Mile
Total Length 1.205 Miles
Cost of Roadway Per Mi. $195,096.66

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$234,422.10	$144,337.00	$90,085.10
Structure	10,821.25	6,663.00	4,158.25
	$245,243.35	$151,000.00	$94,243.35

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. U-122(10)

17TH STREET-COZINE CREEK (ADAMS ST., McMINNVILLE) SECTION

OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 19, 1956

Type Code 6201
Roadway (Sta. 86+38.17 thru Equation 148+68.35-638+83.92 to Sta. 637+62.70)

All Required	Clearing and Grubbing		$ 2,000.00
All Required	Removal of Building		2,500.00
1,300 sq. yds.	Removal of Pavement	$0.75	975.00
5,500 lin. ft.	Removal of Curbs	0.35	1,925.00
750 sq. yds.	Removal of Walks and Driveways	0.50	375.00
30 only	Removal of Catch Basin	25.00	750.00
1,975 cu. yds.	Drainage Excavation, Unclassified	3.00	5,925.00
85,000 cu. yds.	Special Borrow Excavation, Unclassified	0.65	55,250.00
8,400 cu. yds.	General Excavation, Unclassified	0.70	5,880.00
All Required	Finishing Roadbed and Slopes		1,000.00
500 cu. yds.	Excavating and Placing Topsoil	1.75	875.00
560 lin. ft.	18 Inch Corrugated Metal Pipe	4.00	2,240.00
100 lin. ft.	48 Inch Corrugated Metal Pipe	17.50	1,750.00
100 lin. ft.	6 Inch Sewer Pipe	1.25	125.00
2,600 lin. ft.	8 Inch Sewer Pipe	1.50	3,900.00
1,000 lin. ft.	12 Inch Sewer Pipe	2.25	2,250.00
600 lin. ft.	15 Inch Sewer Pipe	2.75	1,650.00
700 lin. ft.	18 Inch Sewer Pipe	3.25	2,275.00
750 lin. ft.	Extra for Pipe Under Pavement	2.75	2,062.50
1,700 lin. ft.	8 Inch Perforated Metal Drain Pipe	2.50	4,250.00
400 cu. yds.	Special Backfill in Drains	6.00	2,400.00
60 only	Concrete Catch Basins	75.00	4,500.00
12 only	Concrete Manholes	275.00	3,300.00
16 only	Adjustment of Manholes	50.00	800.00
6 only	Reconstruction of Manholes	175.00	1,050.00
400 cu. yds.	Concrete Curbs	45.00	18,000.00
300 sq. yds.	Concrete Walks	4.00	1,200.00
60 lin. ft.	1¼ Inch Electrical Conduit	1.75	105.00
12,500 cu. yds.	Coarse Crushed Material in Base	2.75	34,375.00
1,300 cu. yds.	3/4" - 0 Material in Base	3.00	3,900.00
500 M-gal.	Sprinkling	2.50	1,250.00
All Required	Preparation of Base		325.00
200 cu. yds.	3/4" - 0 Material in Binder Course	4.25	850.00
34 tons	RC-3 Asphalt in Binder Course	45.00	1,530.00
5,400 tons	Asphaltic Concrete Mixture	5.00	27,000.00
330 tons	85-100 Asphalt in Mixture	32.00	10,560.00
10 tons	RS-1 Asphalt	50.00	500.00
80 only	Extra for Asphaltic Concrete Approaches	30.00	2,400.00
100 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	100.00
			$212,102.50

All Required	Flagging (57½% of Contractors Cost)		$ 500.00
	Subtotal		$212,602.50
	10% Engr. & Cont.		21,260.25
			$233,862.75

Type Code X028
Box Culvert (Sta. 146+44 to Sta. 146+55)

25 cu. yds.	Drainage Excavation, Unclassified	$3.00	$ 75.00
100 cu. yds.	General Excavation, Unclassified	0.70	70.00
138 cu. yds.	Class "A" Concrete	50.00	6,900.00
15,000 lbs.	Metal Reinforcement	0.14	2,100.00
	Subtotal		$ 9,145.00
	10% Engr. & Cont.		914.50
	Total		$ 10,059.50

Length of Roadway	1.201 Miles
Length of Structure	0.004 Mile
Total Length	1.205 Miles
Cost of Roadway per Mile	$194,723.35

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$233,862.75	$144,772.00	$89,090.75
Structure	10,059.50	6,228.00	3,831.50
	$243,922.25	$151,000.00	$92,922.25

RECEIVED
APR 23 1958
FOR FILING

W. C. WILLIAMS

April 18, 1958

17th St.-Cozine Cr. (Adams St.)
Contract #4835

FINAL COST ANALYSIS
Grading & Paving
Contractor - Perkins Brothers
Resident Engineer - Ross M. Harris

Pacific West Hwy.
Prefix #36-1039
Project U-122(10)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Clearing & Grubbing	100%	All	$5,000.00	$	$ 3,403.40	$ 5,000.00
1. Removal of Building	100%	All	500.00		491.70	500.00
1. Removal of Pavement	1430	Sq.Yd.	.70	.59	847.45	1,001.00
1. Removal of Curbs	5229.8	Lin.Ft.	.25	.16	856.35	1,307.45
1. Removal of Walks & Driveways	762.8	Sq.Yd.	.45	.31	237.19	343.26
1. Removal of Catch Basins	27	Each	10.00	10.00	270.16	270.00
1. Drainage Excavation	2650.09	Cu.Yd.	2.50	2.00	5,298.83	6,625.23
1. Special Borrow Excavation	82,038.2	Cu.Yd.	.70	.68	56,178.32	57,426.74
1. General Excavation	10,840.5	Cu.Yd.	.85	.73	7,943.86	9,214.43
1. Finish R/B & Slopes	100%	All	1,000.00		868.28	1,000.00
1. Excavate & Place Topsoil	1444.8	Cu.Yd.	1.75	1.44	2,086.15	2,528.40
1. 18" Corr. Metal Pipe	588	Lin.Ft.	3.75	3.83	2,250.33	2,205.00
1. 48" Corr. Metal Pipe	100	Lin.Ft.	17.00	16.30	1,629.68	1,700.00
1. 6" Concrete Sewer Pipe	468	Lin.Ft.	1.15	.88	412.19	538.20
1. 8" Concrete Sewer Pipe	3155	Lin.Ft.	1.30	1.03	3,255.82	4,101.50
1. 12" Concrete Sewer Pipe	1091	Lin.Ft.	1.85	1.51	1,652.15	2,018.35
1. 15" Concrete Sewer Pipe	510	Lin.Ft.	2.30	2.12	1,080.15	1,173.00
1. 18" Concrete Sewer Pipe	618	Lin.Ft.	2.80	2.66	1,641.30	1,730.40
1. Extra For Pipe Under Pavement	848	Lin.Ft.	3.00	2.80	2,375.07	2,544.00
1. 8" Perf. Metal Drain Pipe	2527	Lin.Ft.	1.60	1.55	3,907.55	4,043.20
1. Special Backfill in drains	756	Cu.Yd.	3.00	2.78	2,104.96	2,268.00
1. Concrete Catch Basins	62	Each	65.00	55.08	3,415.17	4,030.00
1. Concrete Manholes	14	Each	185.00	154.06	2,156.88	2,590.00
1. Adjustment of Manholes	13	Each	30.00	19.00	247.01	390.00
1. Reconstruction of Manholes	2	Each	160.00	115.01	230.03	320.00

CONTRACT #4835

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Class "A" Concrete	121.4	Cu.Yd.	$ 55.00	$ 55.00	$ 6,677.00	$ 6,677.00
1. Metal Reinforcements	14,021	Lbs.	.14	.14	1,962.94	1,962.94
1. Concrete Curbs	358.08	Cu.Yd.	42.50	42.50	15,218.40	15,218.40
1. Concrete Walks	480.98	Sq.Yd.	3.60	3.60	1,731.53	1,731.53
1. Coarse Cr. Mat'l in Base	14,206.5	Cu.Yd.	2.65	2.46	34,972.19	37,647.23
1. 3/4"-0 Cr. Mat'l in Base	2091	Cu.Yd.	2.80	2.73	5,713.40	5,854.80
1. Sprinkling	1062	M/Gal.	3.00	2.77	2,939.41	3,186.00
1&2. Preparation of Base	100%	All	550.00		341.70	550.00
2. 3/4"-0 Mat'l in Binder Course	137	Cu.Yd.	3.50	3.19	436.37	479.50
2. RC-3 Asphalt in Binder	33.72	Ton	52.00	38.92	1,312.36	1,753.44
2. Asphaltic Conc. Mixture	5,335.38	Ton	5.95	4.72	25,159.53	31,745.51
2. 85-100 Asph. in Mixture	311.38	Ton	30.00	29.06	9,049.35	9,341.40
2. Extra for Asph. Conc. Approaches	32	Each	30.00	13.27	424.55	960.00
2. Asph. Conc. Traffic Markers	318.8	Lin.Ft.	1.00	.44	141.20	318.80
1. Pavement Seal Aggr. in S.Pile	87.48	Cu.Yd.	2.75	2.03	177.45	240.57
1. PA#1 Concrete Driveway	763.38	Sq.Yd.	5.00	5.00	3,816.90	3,816.90
1. PA#2 Cement Adjustment	1.92	Bbl.	4.25	4.25	8.16	8.16
1. PA#4 Adjust Survey Monuments	7	Each	25.00	18.36	128.50	175.00
1&2. Force Account					4,971.27	5,548.19
					$220,022.19	$242,083.53

	Gross Rev.	Total Cost	Profit	% Profit
1. Perkins Brothers	$197,168.93	$186,150.67	$11,018.26	5.6%
2. Central Paving Co.	44,914.60	33,871.52	11,043.08	24.6%
	$242,083.53	$220,022.19	$22,061.34	9.1%

Net Profit equals 9.1% of Gross Revenue

DETAIL OF COSTS

Contract #4835

LABOR:

Labor	$53,456.76	
Labor Insurance	4,223.23	
Health and Welfare	1,794.59	$ 59,474.58

MATERIALS:

18" Corr. Metal Pipe	588' at	2.93	$ 1,722.84	
18" Corr. Metal Bands	29 at	2.93	84.97	
48" Corr. Metal Pipe	100' at	12.14	1,214.00	
48" Corr. Metal Bands	5 at	12.14	60.70	
6" Concrete Sewer Pipe	468' at	.33	154.44	
8" Concrete Sewer Pipe	3155' at	.42	1,325.10	
12" Concrete Sewer Pipe	1091' at	.78	850.98	
15" Concrete Sewer Pipe	510' at	1.20	612.00	
18" Concrete Sewer Pipe	618' at	1.50	927.00	
8" Perf. Metal Pipe	2527' at	1.10	2,779.70	
8" Perf. Metal Bands	125' at	1.39	173.75	
Materials used in Force Account			602.22	
Crushed Rock Purchased from O. C. Yocom			22,495.65	
Amt. Paid E.N. Peterson for curbs, walks, Class "A" & Metal Reinforcement			24,755.48	
RC-3 Asphalt	33.72 Ton at	29.85	1,006.54	
85-100 Asphalt	311.38 Ton at	25.76	8,021.15	
Aggr. Used in Mix	5335.38 Ton at	1.10	5,868.92	
Rock Used in Binder	137 Cu.Yd. at	1.50	205.50	
Freight on Asphalt	345.10 Ton at	1.60	552.16	
Rock used in backfill	137 Cu.Yd. at	1.50	1,134.00	
Redi-mix Concrete			1,062.67	$ 75,609.77

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rentals, Owned	$16,480.96	
Equipment Rentals, Hired (fully operated)	48,534.11	
Gas, Oil & Grease	5,717.18	
Heating Oil	586.89	
Bond	1,633.58	
P.U.C.	356.05	
Pl & PD Insurance	668.21	
Small Tools & Misc. Supplies	1,719.05	
Electricity	373.48	
Freight & Cartage	2,160.40	
Home Office & General Overhead	6,707.93	$ 84,937.84
		$220,022.19

Detail of Cost
Perkin Bros.

Labor:

Labor		48,631.54	
Labor Insurance		3,861.34	
Health and Welfare		1,643.79	
			$ 54,136.67

Materials:

18" Corr. Metal Pipe	5[illegible] Lin. Ft. at $ 1.93		$ 1,772.84	
18" " " Bands	19 Each " 1.93		34.97	
48" " " Pipe	100 Lin. Ft. " 12.14		1,214.00	
48" " " Bands	5 Each " 12.14		60.70	
6" Concrete Sewer Pipe	468 Lin. Ft. " 0.33		154.44	
8" " " "	3,155 " " " 0.42		1,325.10	
12" " " "	1,091 " " " 0.78		850.98	
15" " " "	510 " " " 1.20		612.00	
18" " " "	618 " " " 1.50		927.00	
8" Perf. Metal Drain Pipe	2,527 " " " 1.10		2,779.70	
8" " " Bands	125 Each " 1.39		173.75	
Material Used on Force Account			602.22	
Crushed Rock Purchased from O. C. Yocom			22,495.65	
Amount Paid A. N. Peterson for Curbs and Walks, Class "A" and Metal Reinforcement			24,755.48	
Backfill Material	756 Cu. Yd. at $1.50		1,134.00	
Redi-Mix Concrete			1,062.67	
				59,955.50

Equipment Rental and Misc. Supplies:

Equipment Rental, Owned	$ 8,974.38	
" " , Hired (Fully-operated)	48,534.11	
Gas, Oil and Grease	3,339.28	
Bond	1,363.89	
P.U.C.	177.50	
P.L. and P.D. Insurance	607.89	
Small Tools and Misc. Supplies	1,540.55	
Freight and Cartage	2,160.40	
Home Office and General Overhead	5,360.50	
		72,058.50

Total Cost $186,150.67

Detail of Cost
Central Paving Co.

Labor:						
Labor					4,825.22	
Labor Insurance					361.89	
Health and Welfare					150.80	
						$ 5,337.91
Materials:						
RC-3 Asphalt	33.72	Ton	at	$29.85	$1,006.54	
85-100 Asphalt	311.38	"	"	25.76	8,021.15	
Aggregate in Mix	5,335.38	"	"	1.10	5,868.92	
Rock Used in Binder	137	Cu. Yd.	"	1.50	205.50	
Freight on Asphalt	345.10	Ton	"	1.60	552.16	
						15,654.27
Equipment Rental & Misc. Supplies:						
Equipment Rental					$7,511.58	
Gas, Oil and Grease					2,377.90	
Heating Fuel					586.89	
Bond					269.69	
P.U.C.					178.55	
P.L. and P.D. Insurance					60.32	
Small Tools and Misc. Supplies					173.50	
Electricity					373.48	
Home Office and General Overhead					1,347.43	
						12,879.34
Total Cost						$33,871.52

17th Street-Cozine Creek (Adams St.)
Contract #4[illegible]

Remarks:

This was a "Federal Aid Urban Project" calling for the grading and paving of 1.2 miles of highway located on the 17th Street-Cozine Creek (Adams St., McMinnville) Section of the Pacific Highway West (southbound) in Yamhill County.

The contract was bid November 7th, 1956 and awarded November 16th, 1956. Work started November 26th, 1956 and the project was completed September 26th, 1957.

The contractor moved in a D-7 cat and dozer and a crew of 6 men and started clearing November 26th, 1956. The clearing consisted of small trees and brush requiring nearly all hand labor, which increased the clearing costs. A 1½ cu. yd. shovel was moved in on January 5th, 1957 and excavation was started for the extension of the box culvert.

The contractor started laying the sewer and culvert pipe February 19th, 1957, using a TD-9 tractor with a backhoe attachment and a Hough front end loader and a crew of 7 men. Good progress was made on the pipe installations.

The contractor moved in and set up his small portable rock crushing plant at the Starr quarry located north of Amity. He had difficulty in the screening to get the proper sizes. He also had to install a washing system. Slow progress was made on the crushing. This operation continued for approximately three weeks, then was abandoned. The crushing plant was removed from the quarry site and the rock was purchased from O. C. Yocom at the Starr quarry at good prices. Some of the rock was hauled and placed by O. C. Yocom and the remainder was hauled and placed by the contractor.

The contractor did the general excavation work with a D-8 cat and dozer, one cat #12 blade, one TD-9 tractor with a front end loader and two trucks. The excavation was light and did not require scraper units. The borrow material was obtained from the designated state-controlled borrow area located approximately 1.2 miles west of the intersection of Adams Street and 2nd Street at Station 126+20. The contractor started on the borrow excavation with the following equipment: one D-8 cat with ripper attachment, two TD-9 tractors with front end loaders and from three to five 8 cu. yd. trucks, one D-7 cat and dozer to level the material on the fill and one D-4 cat pulling a sheepfoot roller used to compact the material in the fill. This operation progressed rather slowly and to increase the production the contractor rented a 2 cu. yd. shovel and increased the amount of hired trucks to 12 with the same equipment on the fill. Very good progress was made with this equipment and a small profit was realized on this item.

E. N. Peterson, cement contractor, did all of the concrete work at bid prices with the exception of the catch basins, manholes and the adjustment and reconstruction of the manholes.

The oiling and the Class "B" asphaltic concrete were subcontracted to the Central Paving Company at bid prices. The paving plant was set up at the

Remarks (Cont'd):

McKibben Bros. Sand & Gravel Co. site near Sheridan. This material was placed in one week, which was good production for working within the city. Equipment used was ten 8 cu. yd. trucks, one Barber-Greene paver and two rollers. A good profit was realized on the paving items.

The contractors had good bid prices, good equipment and supervision, realizing a good profit.

M. W. Juve
Chief Cost Analyst

By . . George Kayser

FORM E-125X [illegible]

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

U 122

NOTED
W. C. WILLIAMS

April 4, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Progress Voucher
Adams Street, McMinnville Section
Yamhill County
Oregon Project U-122(9)

Dear Mr. Polk:

Reference is made to your letter of March 21 addressed to Mr. Williams, in which you ask for answers to 6 specific questions.

A review of the files indicates the following:

1. You state that the settlement for $6,000.00 was based on 2 appraisals, and these appraisals were, in turn, based on no access to the highway. I disagree with this statement, particularly as it applies to the $5,475.00 appraisal. This appraisal indicates that the remainder is unuseable, and under such a basis, access rights could have no effect. It is true that Mr. Dyer's appraisal in the amount of $6,479.00 was on the basis of no access to the remainder; however, he prepared an alternate which does not restrict access to the remainder, in the amount of $5,979.00, copy of which is on the file. It is not considered that the difference between this appraisal and the $6,000.00 settlement is substantial. An examination of the State-City Agreement indicates that the City was not obligated to vacate Adams Street. This matter was recommended for condemnation, but before going to trial, a settlement was made by Robert L. May, Jr., who is now with your organization in Washington. If further information is needed on this settlement, it will be necessary for us to correspond with Mr. May.

2. Appraisals covering files 25401, 25764, 25765 and 26191 were made on February 11, 1957. We do not consider the appraisals back-dated, although, due to some oversight, the formal reports were not typed until a later date. I believe these properties were not part of our original acquisition, but due to construction problems, it was necessary to acquire them after the construction work was underway. File 25401 was an entire taking; files 25764 and 25765 were portions of a larger parcel. I do not quite understand your appraiser's statement concerning the value of these parcels, when he says they are close to nil; however, the amount the State paid in these cases was nominal.

3. File 22203 - the gasoline tanks were removed by State forces to clear the area for construction. They are still in storage, and our Property Manager states, might have a salvagable value not to exceed $100.00 each.

4. File 22193 - the differential of 245 sq. ft. between the deed and settlement is caused by indefinite property lines. According to our map, the 13,300 sq. ft. should be approximately correct, but according to the owner's idea of the property line location, the 13,545 sq. ft. is correct. To determine this area accurately, it would be necessary to first survey the whole ownership, and if this did not agree with the owner's idea, probably have the matter adjudicated in Court. I am sure that we all agree that such a procedure should not be undertaken for $37.00. This discrepancy in area was a matter of dispute during right of way negotiation, and the only way the State could settle the affair was to consent to the owner's demand. Under this set of circumstances, this was much the most economical way to close the matter.

5. File - 22204 - Our Property Manager reports that he has in storage 3 Wylie Nut Crackers. In his opinion, they have a salvagable value of $50.00 per each.

6. No further comment is indicated on this question.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)
cc: W. C. Williams
S. H. Probert

RECEIVED
APR 4 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 26 1958
FOR FILING

[illegible]

4735

March 26, 1958

Mr. K. D. Kerr
10830 S. W. Walnut Street
Tigard, Oregon

Dear Mr. Kerr:

This is a follow-up to my letter to you of February 24, regarding your mother's property on Adams Street in McMinnville.

Our Right of Way Department has reviewed this problem and reports that, while the driveway situation you mention is not ideal, it is probably no worse than that which existed before the right-of-way acquisition. We realize that conditions have materially changed and that the driveway grade is now ascending, where before it was descending.

Appraisals for right of way must of necessity be made on an impersonal basis and must represent the true cash market value of the land acquired plus damage, if any, to the remainder. The settlement with your mother was on such a basis, and we believe that she has been paid for all items that are legally compensable.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. R. L. Porter
Mr. Forrest Cooper

RLP:IH hi

FORM 830—90M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1958

SUBJECT: File No. 22287 - Kerr
Adams St., McMinnville Section
Pacific Highway West
Yamhill County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Herewith the letter that you asked me to prepare for Mr. Williams's signature.

I am not very pleased with this production, but frankly, I don't know what else to say.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)
Enclosure
Suggested letter and file

To WCW

RECEIVED
MAR 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

—80M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1958

SUBJECT: File No. 22287 - Kerr
Adams Street, McMinnville Section
Pacific Highway West
Yamhill County

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Two weeks ago you asked me to investigate a complaint by Mr. K. D. Kerr, relative to his mother's property, in McMinnville.

I attach hereto a photo copy of Esthel Benner's report on the matter. I believe the report is self-explanatory, but if you need anything further, please advise.

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)
Enclosure
Mr. Benner's report

RECEIVED
MAR 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

March 12, 1958
Salem, Oregon

SUBJECT: File No. 22287 - Kerr
Adams Street-McMinnville
Pacific West Highway
Yamhill County

To: Mr. R. L. Porter
Right of Way Engineer
OFFICE

You have requested that I examine the property represented by the above file number pursuant to a complaint on behalf of the owner to the effect that the reconstructed road approach at Station 129+50 is difficult for her to use.

Some weeks ago I stopped by this property and examined the situation, not from any request on the part of the owner but to satisfy myself that the conditions of the option had been fulfilled and to see that changes in grade were as represented at the time of negotiation. I was particularly interested in this property because of the change in entrance to the basement garage.

Previous to construction, entrance was made onto Adams Street by about a five foot drop from the basement level onto the unimproved section which amounted to little more than a graveled alleyway seldom used except by the property owners abutting thereon. A fill of some 10 feet in height was placed at this point which now necessitates a raise from the garage floor of some five feet in a shorter distance than was required before, as the improved section has encroached slightly on the owner's property.

While the increased traffic which is now flowing over Adams Street thus creates a hazard that was nonexistent before, it is believed that the over-all value of the property has certainly not been deteriorated on account of the change. Even so, an encroachment damage of 10 per cent of a $4500.00 valuation was allowed plus $120.00 for the 600 sq. ft. of land taken, on top of the improvement and whatever it may mean to the property value-wise. As the complainant states, the age of the owner was not taken into consideration in formulating a before and after valuation and there is no question but what the hazard of entering the new street is many times that of entering the unimproved alleyway, but the difficulty of negotiating the steep grade is not appreciably greater as was previously the case.

NOTED
W. T. WRIGHT

Owing to the close proximity of the building to the street, the only cure possible would be to elevate the house to a height to which the basement floor could be filled in and the entrance grade accordingly reduced. This, of course, would entail an expenditure of probably as much or more than the house is worth. As this was not believed to be the problem of the department, or at most, no more than the value of a garage facility, settlement was made on the above basis and there is no correction that can be recommended.

Respectfully submitted,

E.J. Benner
E. J. BENNER
Right of Way Supervisor

EJB:ds

RECEIVED
FEB 25 1958
FOR FILING

February 24, 1958

Mr. K. D. Kerr
10830 S. W. Walnut Street
Tigard, Oregon

Unanswered

Dear Sir:

This will acknowledge your letter of February 17 in which you refer to property owned by your mother, Mrs. H. A. Kerr, on Adams Street, in McMinnville.

I am having this matter investigated by our Right of Way Department and will advise you later of our findings.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:me

cc Mr. Forrest Cooper
Mr. R. L. Porter

Mr. Porter: This would appear to be primarily a right-of-way matter. Will you give us your thoughts.

WCW

10830 S.W. Walnut Street
Tigard, Oregon
17 February 58

State Hiway Dept.
Salem, Oregon

Gentlemen:

I am writing you in behalf of my mother, Mrs. H.A.Kerr, who resides at 103-1st Street, McMinnville, Oregon. Your Department has lately completed an improvement of Hiway 99-W down Adams Street in McMinnville which took a strip of mother's property and altered the access to her basement garage. In consideration for the property two compensations were provided; one, monetary; the other, a satisfactory or adequate garage access which shall be the subject of this instant.

Prior to the improvement of Adams Street, mother had a daylight, double garage, basement which she drove up into with a degree of visibility and, therefore, safety which no longer exists. The present lack of visibility, and the slope of the driveway together effectively deprive mother of the degree of usage of her garage to which I feel she is entitled. It is possible for her to use it, and she occasionally does, but with grave misapprehension. It seems evident that continuation of this situation represents an unnecessary hazard both to mother and to the public. I believe the access provided would be adequate for myself, but it distinctly is not for mother, who is sixty-nine years of age and a widow. Her age is, I believe, the principal oversight on the part of your Department in the selection and provision of her garage access.

I therefore respectfully submit the problem to you for investigation and resolution.

Respectfully,

K. D. Kerr

RECEIVED
FEB 19 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 26 1958
FOR FILING
U [illegible]
4835

March 21, 1958

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

Receipted statements have been received from G. C. Tecom Company, Tedrick Construction Company, Goodal Crane Service, and Burch Concrete and Supply Company, advising that their claims against Perkins Brothers on our Contract No. 4835 for work on Adams Street in McMinnville have been paid in full.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Amerato & Schram
520 Mead Bldg.
Portland, Oregon

Perkins Brothers
10324 N. E. Halsey St.
Portland 20, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD

RECEIVED
MAR [illegible] 1958

FOR FILING
[illegible] 122 [illegible]

4835

March 21, 1958

Perkins Brothers
10324 N. E. Halsey
Portland 20, Oregon

Attention: Mr. Davis M. Perkins

Gentlemen:

This is to acknowledge your letter of March 11, to which was attached receipted statements from O. C. Yocom Company, Tedrick Construction Company, Goodat Crane Service, and Burch Concrete and Supply Company, stating that the claims of these companies against Contract No. 4835 have been paid in full.

We will write the surety regarding receipt of these statements.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

PERKINS BROTHERS
GENERAL CONTRACTORS
10324 N. E. HALSEY ALPINE 4-6920
PORTLAND 20, OREGON

March 11, 1958

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. H.B. Glaisyer, Secretary

Dear Sir;

We enclose for your records receipted statements from the O.C. Yocom Company, Tedrick Construction Company, Goodat Crane Service and the Burch Concrete and Supply Company, covering purchases of materials and supplies for use on Oregon State Highway Contract No. 4835 - 17th Street - Cozine Creek Section of the Pacific Highway West at McMinnville, on which these vendors had filed against our bond.

Yours very truly,

PERKINS BROTHERS

Davis M. Perkins
Partner

REFERRED TO
Avery
BY SECRETARY

Prepare usual letter
record on card

RECEIVED
MAR 11 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
CM

```
         .00 *
      73.50
       1.50
     199.50
   5,600.47
   5,702.03
   7,013.65
  22,405.65 *
```

O. C. YOCOM COMPANY
Contractors *Engineers*
Pacific Highway North
McMINNVILLE, OREGON

February 11, 1958

hers
Halsey
Oregon

Statement

```
      16.20
     311.85
     504.90
     496.80
     400.35
     414.90
     302.40
      19.80
     525.15
     473.85
      10.80
      16.50
      24.30
      15.00
     243.15
     352.20
      90.00
     193.50
      60.00
      63.00
     112.50
      27.00
      90.00
      24.00
     511.50
     295.50
     283.50
     595.50
     318.00
      49.50
     460.50
     240.00
      15.00
      12.00
      12.00
      15.00
      15.00
      15.00
      15.00
      15.00
      12.00
      12.00
      12.00
      12.00
     193.50
      21.00
  22,405.65 *
```

2036	$ 75.00	$
ount		73.50
"		1.50
622	10.50	
623	10.50	
625	10.50	
626	10.50	
628	10.50	
631	10.50	
571	10.50	
575	10.50	
499	10.50	
580	10.50	
583	10.50	
585	10.50	
587	10.50	
588	10.50	
592	10.50	
595	10.50	
597	10.50	
558	10.50	
52	10.50	
22	9.90	
19	250.80	
20	99.00	
51	99.00	
53	9.90	
01	9.90	
21	151.80	
23	9.90	
54	66.00	
02	151.80	
03	9.90	
05	132.00	
7	108.90	

O. C. YOCOM, Sr.
O. C. YOCOM, Jr.
[redacted]

O. C. YOCOM COMPANY
Contractors *Engineers*
Pacific Highway North
McMINNVILLE, OREGON

February 11, 1958

Perkins Brothers
10324 N. E. Halsey
Portland 20, Oregon

Statement

1957				
Jan.	21	Invoice No. 2036	$ 75.00	$
Feb.	15	Paid on account		73.50
	26	" " "		1.50
Mar.	12	Invoice No. 3622	10.50	
	13	" " 3623	10.50	
	14	3625	10.50	
	15	3626	10.50	
	18	3628	10.50	
	19	3631	10.50	
	25	3571	10.50	
	26	3575	10.50	
	25	4499	10.50	
	28	3580	10.50	
	29	3583	10.50	
	29	3585	10.50	
Apr.	4	3587	10.50	
	5	3588	10.50	
	8	3592	10.50	
	9	3595	10.50	
	15	3597	10.50	
	22	3558	10.50	
	26	152	10.50	
May	10	2222	9.90	
	23	3519	250.80	
	23	3520	99.00	
	22	3551	99.00	
	22	3553	9.90	
	27	3501	9.90	
	24	3521	151.80	
	24	3523	9.90	
	27	3554	66.00	
	28	3502	151.80	
	28	3503	9.90	
	29	3505	132.00	
	31	3507	108.90	

O. C. YOCOM, Sr.
O. C. YOCOM, Jr.

O. C. YOCOM COMPANY

Contractors *Engineers*

Pacific Highway North
McMINNVILLE, OREGON

February 11, 1958

Perkins Bros.
Portland, Ore.

Page 2 -

June	3	Invoice No.	3568	$ 66.00	$
	4		3527	96.60	
	5		1795	297.00	
	6		1796	452.25	
	7		1797	793.80	
	8		1799	796.50	
	10		1800	661.50	
	10		3542	13.50	
	11		1803	696.60	
	12		1804	764.10	
	13		1752	26.10	
	14		1753	19.80	
	14		1754	9.90	
	17		1758	29.70	
	17		1759	9.90	
	19	Paid on account			199.50
	18	Invoice No.	1805	97.20	
	19		1806	170.10	
	27		1808	8.10	
	27		1809	8.10	
	27		1810	8.10	
	20		1812	89.10	
	28		1813	27.00	
	28		1811	16.20	
	28		1816	29.70	
Jul.	2		1770	72.90	
	3		1814	240.30	
	8		1817	549.45	
	5		1815	438.75	
	9		1818	662.85	
	10		1819	676.35	
	10		1820	10.80	
	11		1823	585.90	
	11		1824	20.25	
	12		1826	518.40	
	15		1843	560.25	
	16		1840	675.00	
	17		1839	473.85	
	18		1838	419.85	
	19		1837	348.30	
	22		1836	321.30	

O.C. YOCOM, Sr.
O.C. YOCOM, Jr.
[redacted]

O. C. YOCOM COMPANY

Contractors *Engineers*

Pacific Highway North
McMINNVILLE, OREGON

February 11, 1958

Perkins Bros.
Portland,
Oregon

Page 3 -

July	24	Invoice No.	1830	$ 13.50	$
	24		1831	78.30	
	24		1832	8.10	
	23		1833	27.00	
	23		1834	13.50	
	23		1835	56.70	
	24		1827	16.20	
	24		1828	72.90	
	24		1829	43.20	
	29	Paid on account			5,600.47
	29	Invoice No.	1855	251.10	
	30		1854	398.25	
	31		1853	453.60	
Aug.	1		1851	16.20	
	1		1852	311.85	
	5		1849	504.90	
	2		1850	496.80	
	7		1847	400.35	
	6		1848	414.90	
	8		1846	302.40	
	12		1793	19.80	
	9		1845	525.15	
	12		1844	473.85	
	12		1898	10.80	
	12		1792	16.50	
	14		1794	24.30	
	15		1856	15.00	
	15		1857	243.15	
	16		1858	352.20	
	16		1859	90.00	
	19		1860	193.50	
	19		1888	60.00	
	19		1889	63.00	
	19		1890	112.50	
	19		1891	27.00	
	19		1899	90.00	
	19		1861	24.00	
	20		1892	511.50	
	21		1893	295.50	
	21		1894	283.50	

O. C. YOCOM, Sr.
O. C. YOCOM, Jr.

O. C. YOCOM COMPANY

Contractors Engineers

Pacific Highway North
McMINNVILLE, OREGON

February 11, 1958

Perkins Bros.
Portland,
Oregon

Page 4 -

Aug. 22	Invoice No. 1896	$ 595.50	$
23	1897	318.00	
23	1932	49.50	
26	1933	460.50	
27	1934	240.00	
27	1935	15.00	
27	1936	12.00	
28	1905	12.00	
28	1928	15.00	
28	1937	15.00	
28	1938	15.00	
29	1931	15.00	
29	1939	15.00	
Sept. 3	1941	12.00	
3	1942	12.00	
3	1943	12.00	
Aug. 29	1930	12.00	
29	1940	193.50	
Sept. 13	1944	21.00	
Oct. 9	Paid on account		8,702.03
Nov. 21	Paid balance of account		7,918.65
		$ 22,495.65	$ 22,495.65

Balance due None

Signed OCYocom Jr
O. C. Yocom, Jr., Co-Partner

STATEMENT

TEDRICK CONSTRUCTION CO.
PHONE 12241 - RES. PHONE 10423
ROUTE 2, BOX 131
McMINNVILLE, OREGON

Date February 10 1958

To Perkins Brothers
Address 10324 N.E. Halsey
City Portland 20, Oregon.
Re: Oregon State Highway Contract # 4235

Backhoe Rental	68.25

Paid in full
December 2, 1957

Tedrick

8K 882 Rediform

---

ucher in the amount
covering the purchase
Section, Project No.

ederal funds requested
he project agreement,
modified to conform

ineer

hway Engineer

STATEMENT

OFFICE: BElmont 2-5113
SHOP: PRospect 4-8821

GOODAT
CRANE SERVICE

1735 S.E. UNION AVENUE
PORTLAND 14, OREGON

CRANE SERVICE ★ EXCAVATING ★ GRADING ★ EQUIPMENT RENTALS

Perkins Bros.
General Contractors
10324 N.E. Halsey St.
Portland 20, Oregon

Date January 31, 1958

INVOICE DATE	REFERENCE	CHARGE	CREDIT	BALANCE
3-27-57	Invoice #2810	127.50		
4-25-57	" #2872	120.00		
5-14-57	" #2930	120.00		
6-13-57	" #3002	120.00		
7-10-57	" #3057	120.00		
8-7-57	" #3137	82.75		$ 690.25

The above invoices cover all purchases for the Oregon State Highway Contract No. 4835, at McMinnville, Oregon.

RECEIVED PAYMENT
FEB 5 1958
GOODAT CRANE SERVICE
BY J. G. Robinson

PAY LAST AMOUNT SHOWN

r in the amount
ring the purchase
tion, Project No.

al funds requested
roject agreement,
fied to conform

Forrest Cooper
Deputy State Highway Engineer

JWN:bb

STATEMENT

BURCH CONCRETE & SUPPLY CO.
HAROLD W. BURCH

1020 W. Main
Sheridan, Oregon
THornwall 3-2262

P. O. Box 177
McMinnville, Oregon
Tele. 6521

Date Feb. 15, 1958

.Perkins Brothers
10324 N. E. Halsey
Portland 20, Oregon

RECEIPT

Final Payment on account received Sept. 24, 1957. Account for material purchased for Oregon State Highway Contract No. 4835 at McMinnville, Oregon has been paid in full.

BURCH CONCRETE & SUPPLY CO.
Rogene Burch

---

in the amount
ing the purchase
ion, Project No.

funds requested
oject agreement,
ied to conform

Deputy State Highway Engineer

JWN:bb

REC
MAR
FOR

48

STATEMENT

BURCH CONCRETE & SUPPLY CO.
HAROLD W. BURCH

1020 W. Main
Sheridan, Oregon
THornwall 3-2262

P. O. Box 177
McMinnville, Oregon
Tele. 6521

Date Feb. 15, 1958

E. N. Peterson Estate
960 Dearborn St.
Salem, Oregon

RECEIPT

Final Payment on Account received December 26, 1957.

Account for material purchased for Oregon State Highway Contract No. 4835 at McMinnville, Oregon has been paid in full.

BURCH CONCRETE & SUPPLY CO.
Rogene Burch

Ready Mixed Concrete • Building Blocks & Supplies

the amount
the purchase
Project No.

made requested
agreement,
to conform

Forrest Cooper
Deputy State Highway Engineer

JWN:bb

RECEIVED
MAR 10 1958
FOR FILING
U-122(9)
4835

March 7, 1958

Mr. C. [illegible]. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending three copies of final voucher in the amount of $38,477.00, with supporting documents and maps covering the purchase of rights of way for the Adams Street-McMinnville Section, Project No. U-122(9).

This voucher shows the final cost and federal funds requested for the project exceeding the setup of funds in the project agreement, and accordingly it is requested the agreement be modified to conform with the revised amount.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JWN:bb

[illegible]

RECEIVED
FEB 21 1958
FOR FILING

[illegible]

4835

February 20, 1958

Hon. Mark O. Hatfield
Secretary of State
Capitol Building
Salem, Oregon

Attention: Geo. C. Stephens, Clerk, Records Division

Dear Sir:

Thank you for the photo copy of the letter from Goodat Crane Service advising that their claim against Perkins Brothers may be cancelled. The claim pertains to our Contract No. 4835 and bears your file number 3589.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

llc

NOTED ON CARD
[illegible]

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

Feb. 11, 1958

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer,

We are enclosing a photo copy of a letter from Goodat Crane Service advising us to cancel their notice of claim against Perkins Brothers, our file No. 3589.

The enclosed copy is for your information and records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo C. Stephens
Clerk
Records Division

GS:m
Enc.

REFERRED TO
[illegible]
BY SECRETARY

prepare memo letter
record on card

RECEIVED
FEB 13 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
em

OFFICE: BElmont 2-5113
SHOP: PRospect 4-8821
NIGHTS: Mobile JL4-2052

GOODAT
CRANE SERVICE

1735 S.E. UNION AVENUE
PORTLAND 14, OREGON

CRANE SERVICE ★ EXCAVATING ★ GRADING ★ EQUIPMENT RENTALS

February 10, 1958

~~State of Oregon~~
Department of State
Salem, Oregon

Re: Perkins Bros.
Your file # 3589

Gentlemen:

We are pleased to inform you that you may cancel our notice of claim against Perkins Brothers for the grading and paving of the Adams Street Section of the Pacific Highway West in McMinnville, your file No. 3589.

We wish to thank you for your assistance given to us in this claim.

Very tryly yours,

GOODAT CRANE SERVICE

By Walt Goodat

Copy to:
Glens Falls Insurance Co.
Amerata & Schram, Agents.

FILED
FEB 11 1958
MARK O. HATFIELD
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
FEB 11 1958
HATFIELD

[illegible]

RECEIVED
FEB 24 1958
FOR FILING

[illegible]

4835

February 20, 1958

Glens Falls Insurance Company
Pacific Coast Department
Sixth Floor, Mills Tower
San Francisco, California

Gentlemen:

We have received from the Secretary of State a photo copy of a letter from Goodat Crane Service in which they write as follows:

"We are pleased to inform you that you may cancel our notice of claim against Perkins Brothers for the grading and paving of the Adams Street Section of the Pacific Highway West in McMinnville, your file No. 3589."

This information pertains to our Contract No. 4835 awarded to Perkins Brothers for grading and paving Adams Street in the City of McMinnville.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

llc

cc: Amerata & Schram
520 Mead Building
Portland, Oregon

Perkins Brothers
Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

cm

RECEIVED
FEB 21 1958
FOR FILING

[illegible]

4835

Feb. 19, 1958

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

A letter has been received from Burch Concrete & Supply Company, 1020 W. Main, Sheridan, Oregon, in which they write as follows:

"This is to notify you that our account with E. M. Peterson, sub-contractor to Perkins Brothers, for materials used on Oregon State Highway Contract No. 4835 at McMinnville, Oregon has been paid in full."

We provide this information as your Company appears as surety on the bond furnished with the above mentioned contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FU:sem
cc: Amerata & Schrum
520 Mead Bldg.
Portland 4, Oregon

Perkins Brothers
1032½ N. E. Halsey St.
Portland 20, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
em

filed
[illegible]

RECEIVED
FEB 21 1958

FOR FILING
11122(W)

4825

Feb. 19, 1958

Burch Concrete & Supply Co.
1020 W. Main
Sheridan, Oregon

Attention: Harold W. Burch

Gentlemen:

Thank you for your letter of Feb. 17 stating that your account with E. N. Peterson, sub-contractor to Perkins Brothers on Contract No. 4835, has been paid in full.

We will advise the surety and the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

NOTED ON CARD

file

Ready Mixed Concrete • Building Blocks & Supplies

BURCH CONCRETE & SUPPLY CO.

HAROLD W. BURCH

1020 W. Main • THornwall 3-4181 • Sheridan, Oregon

3 Mile Lane • Tele. 6521 • McMinnville, Oregon

RECEIVED
FEB
FOR FILING

4835

February 17, 1958

H. B. Glaisyer, Sec.
Oregon State Highway Comm.
Salem, Oregon

Dear Sir:

This is to notify you that our account with E. N. Peterson, sub-contractor to Perkins Brothers, for materials used on Oregon State Highway Contract No. 4835 at McMinnville, Oregon has been paid in full.

Very truly yours,

BURCH CONCRETE & SUPPLY CO.

Harold W Burch

Harold W. Burch

HWB:rb

REFERRED TO
Filing
BY SECRETARY

Unprocessed letters
record on card

RECEIVED
FEB 18 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
EW

RECEIVED
FEB 17 1958
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT

(date)

Feb. 14, 1958

[illegible]		Perkins Brothers, Assigned to Glens Falls Insurance Co.
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4835	14 Final	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
2759	H204366	$7,245.27 2/13/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Winchcomb
ACCOUNTING DIVISION

Specified completion date: 100 workdays from 3-1-57

Time Extensions: None

Completion Date: Sept. 26, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: Several Claims against this contract, totaling $29,347.41.

Remarks:

Date: Feb. 14, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 14 1958

GRW.

NOTED ON CARD

om

RECEIVED
FEB 6 - 1958
FOR FILING

4835

February 5, 1958

Mr. John M. Coke
Attorney at Law
725 Yeon Building
Portland 4, Oregon

Dear Mr. Coke:

Just received is your letter of February 4, 1958 transmitting in triplicate an assignment given by Perkins Brothers to Glens Falls Insurance Company of all monies due Perkins Brothers in connection with State Highway Contract No. 4335 for grading and paving the 17th Street-Cozine Section of the Pacific Highway West in McMinnville, Yamhill County.

This assignment appears to be satisfactory and we will be glad to honor it. The Commission's Auditor is being advised accordingly.

It is my understanding that the final voucher in connection with this job is now in the hands of Perkins Brothers for acceptance and execution; also, that the amount of this voucher is $7,245.27. This payment will be made payable to the assignee, Glens Falls Insurance Company, in accordance with the assignment.

With kindest personal regards.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: C. H. Maison (2)
Floyd Query

Mr. Maison:

I forwarded to you in the first mail today two executed copies of the assignment. I have retained the original which I am handling to Mr. Query to insert in the contract for this job.

HBG

Floyd:—
assignmt attached hereto
4835

JOHN M. COKE
ATTORNEY AT LAW
725 YEON BUILDING
PORTLAND 4, OREGON
CApitol 8-0838

February 4, 1958

Mr. Herbert Glaisyer, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

RE: Contract No. 4835
Contractor, Perkins Brothers

Dear Herb:

Enclosed herein find executed copies in triplicate of the assignment of funds by the contractor, Perkins Brothers, to the Glens Falls Insurance Company on Contract No. 4835.

You will recall that Mr. Metcalf and myself discussed the status of this contract with you recently. At that time you advised us that the semi-final payment was being processed as was also the final payment. The contractor has now actually received the semi-final payment and the enclosed Assignment will, therefore, relate only to the final payment.

My best personal regards.

Very truly yours,

JOHN M. COKE

JMC:dlv

Encs.

RECEIVED
FEB 5 1958
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

NOTED ON CARD
om

RECEIVED
FEB 4 - 1958

FOR FILING

4725

Feb. 4, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4835 for grading and paving on the 17th St.-Cozine Creek (Adams St., McMinnville) Section of the Pacific Highway West (Southbound) in Yamhill County was completed by the contractor, Perkins Brothers, on Sept. 26, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $7,245.27 will be released to the contractor on or after Feb. 14, 1958. The total contract amount is $242,083.53, of which amount $5,548.19 represents force account items.

There are claims filed against this contract, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Amerata & Schram
520 Mead Bldg.
Portland, Oregon

NOTED ON CARD
em

RECEIVED
JAN 30 1958
FOR FILING

4835

Jan. 29, 1958

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Geo. C. Stephens

Dear Sir:

Thank you for your letter of January 27, to which was attached three copies of a claim filed with your office by John C. Sherman in the amount of $774.60, against Perkins Bros. on our Contract No. 4835, your File 3594.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

NOTED ON CARD

RECEIVED
JAN 30 1958
FOR FILING

4835

Jan. 29, 1958

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by John C. Sherman, 2812 S. E. 7th Avenue, Portland 2, against Perkins Bros. in the amount of $774.60, for rental, materials, supplies and other expenses incurred on our Contract No. 4835, for grading and paving Adams Street in the City of McMinnville.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:cm
Attach.

cc: Amerata & Schram
520 Mead Bldg.
Portland 4, Oregon

Perkins Bros.
10324 N. E. Halsey St.
Portland 20, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
cm

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

Jan. 27, 1958

Mr. H . B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer,

We have received and filed as of today a notice of claim by John C. Sherman in the sum of $774.60, against the bond taken from Perkins Bros. Principal, and Glens Falls Insurance Company through Amerata and Schram, Surety, for construction of concrete box culvert at Station 146-55 under Oregon State Highway Contract No. 4835 in McMinnville, Oregon, our file No. 3594.

We are enclosing three copies for your information and files. Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo Stephens
Clerk
Records Division

GS:m
Enc.

query

usual letter
note on card

RECEIVED
JAN 29 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
CM

January 23, 1958
Portland, Oregon

Secretary of State
Salem
Oregon

Gentlemen:

Following is notice of claim as required by ORS 279.526 and ORS 279.528 against the bond taken from Perkins Bros, Principal and Glens Falls Insurance Company, through Amerata and Schram, 520 Mead Building, Portland Oregon, Surety. It is hereby filed for the express purpose of protection of claim as outlined in ORS 279.512, and for obtaining remedy in law.

To The State of Oregon:

Notice hereby is given that the undersigned John C. Sherman has a claim for crane rental, hauling expense, lumber, supplies, and miscellaneous expense in the sum of $774.60 as of March 19, 1957 plus expenses incurred in addition to those listed in that amount on statement of that date, against the bond taken from Perkins Bros., Principal and Glens Falls Insurance Company through Amerata and Schram, 520 Mead Building, Portland, Oregon, for the work of my subcontract for construction of concrete box culvert at Station 146+55 under Oregon State Highway Commission Contract No. 4835 in McMinnville, Oregon.

John C. Sherman

If the above is in any way incomplete or unsatisfactory in such a way as to prevent protection of my claim under Oregon Statute, I would hereby request your advice to the contrary, in order that I might file any additional information or meet any requirement as required under the law in order so to do, for it is my express intent to protect this claim until remedied under due process of law.

Very truly yours,

John C. Sherman

JOHN C. SHERMAN
2812 S.E. Seventh Avenue
Portland 2, Oregon

cc: Amerata & Schram
Perkins Bros.
Oregon State Highway Department

No. 3594

FILED
JAN 27 1958
MARK O. HATFIELD
SECRETARY OF STATE

SECRETARY OF STATE
CEIVED
JAN 27 1958
HATFIELD

File

RECEIVED
JAN 29 1958
FOR FILING

4835

REFERRED TO
Query
BY SECRETARY

NOTED
FLOYD QUERY

January 28, 1958

Perkins Brothers
General Contractors
10324 N. E. Halsey
Portland 20, Oregon

Attention: Mr. Davis M. Perkins
Partner

Gentlemen:

Just received is your letter of January 25, 1958 advising that you have paid certain claims listed in your letter arising out of your contract with the State Highway Department, Contract No. 4835, for grading and paving the 17th Street-Cozine Creek Section on Adams Street in the city of McMinnville, and that it is your intention to pay the claim of Goodat Crane Service as soon as you receive from the State Highway Department the semi final estimate for this job.

In order to clear our records please furnish this office receipts from the several claimants; otherwise, the records will still show the claims unsatisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Glens Falls Insurance Co.
6th Floor, Mills Tower
San Francisco, California

Amerata & Schram
520 Mead Building
Portland 4, Oregon

Glens Falls Insurance Co.
225 S. W. 4th Avenue
Portland, Oregon

NOTED ON CARD

PERKINS BROTHERS
GENERAL CONTRACTORS
10324 N. E. HALSEY ALPINE 4-6920
PORTLAND 20, OREGON

Jan. 25, 1958

State of Oregon
State Highway Dept.
Salem, Oregon

Attn: H. B. Glaisyer, Secretary

Gentlemen:

The following claims or statements of indebtedness have been filed with the Oregon State Highway Department against our contract No. 4835 for grading and paving the 17th Street-Cozine Creek Section on Adams Street in the City of McMinnville:

C. T. Malcom & Co., Portland, Ore.	1,567.46
O. C. Yocom Co., McMinnville, Ore.	16,620.68
Burch Conc. & Supply Co., Sheridan, Ore.	2,161.88
Tedrick Constr. Co., McMinnville, Ore.	68.25
Goodat Crane Service, Portland, Ore.	690.25

We wish to advise that all claims, with the exception of the last received in the amount of $690.25 from the Goodat Craner Service, have been paid in full.

This payment to Goodat Crane Service will be paid upon receipt of the semi final estimate No. 13, which has been scheduled for payment by the Highway Department on or after the 25th of January, 1958.

Yours very truly,

PERKINS BROS.

Davis M. Perkins
Partner

cc: Glens Falls Ins. Co.
6th Floor, Mills Tower
San Francisco, Calif.

Amerata & Schram
520 Mead Bldg.
Portland 4, Oregon

Glens Falls Ins. Co.
225 S. W. 4th Ave.
Portland, Oregon

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JAN 28 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
em

RECEIVED
JAN 23 1958
FOR FILING

[illegible]

4835

Salem, Oregon
January 22, 1958

Increase in Project Authorization

Mr. Ross M. Harris
Resident Hwy. Engineer
Box 411
McMinnville, Oregon

This is to advise you that at its meeting of January 16, 1958, the Highway Commission approved an increase of $16,800.00 in project authorization on Contract No. 4835, 17th Street-Cozine Creek (Adams St.) McMinnville Section of the Pacific West (Southbound) Highway in Yamhill County.

The new authorization for construction is $289,475.81. This amount should be used in future reports.

S. H. Probert
Office Engineer

DBP:cr
cc: J. D. Walker

RECEIVED
JAN 15 1958
FOR FILING

[illegible]

4835

Jan. 15, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Perkins Brothers in connection with Contract No. 4835, for grading and paving on the 17th St.-Cosine Creek (Adams St., McMinnville) Section of the Pacific Highway West (Southbound) in Yamhill County. This payment, in the amount of $3,839.25, will be released to the contractor on or after Jan. 25, 1958. The retained percentage is $7,263.04.

There are claims filed against this project, of which you have been previously notified.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By:
Floyd Query, Assistant Secretary

cm

cc: Amerata & Schram
520 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

Filed

RECEIVED
JAN 10 1958
FOR FILING

[illegible]

4835

January 9, 1958

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of January 7 to which was attached three copies of a claim filed with your office by Goodat Crane Service for equipment rentals furnished to Perkins Bros. on our Contract No. 4835. The claim is in the amount of $690.25, and bears your file No. 3589.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

Jan. 7, 1958

4835

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received and filed as of January 6th, a notice of claim by Goodat Crane Service for equipment rentals in the sum of $690.25, against the bond taken from Perkins Bros. principal, and Glens Falls Insurance Co., through Amerata & Schram, Surety, for the grading and paving of the Adams Street Section of the Pacific Highway West, in McMinnville.

We are enclosing three copies for your information and files. Kindly acknowledge receipt of same for our files.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo A Stephens

Clerk
Records Division

GS:m
Enc.

Opening
usual letter
recorded on card

RECEIVED
JAN 8 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
eml

RECEIVED
JAN 10 1958
FOR FILING

4035

January 9, 1958

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco, California

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Goodat Crane Service for equipment rental in the sum of $690.25 against Perkins Bros., who were awarded our Contract No. 4035 for grading and paving on the 17th Street-Cozine Creek Section of the Pacific Highway West in McMinnville.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Amerata & Schram
340 Mead Bldg.
Portland, Oregon

Perkins Bros.
10346 N. E. Halsey Street
Portland 20, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD

RECEIVED
JAN [illegible] - 1958
FOR FILING

[illegible]

4835

January 6, 1958

Oregon State Highway Commission

Gentlemen:

Due to circumstances beyond our control, there will be an approximate 6.2 per cent, or $16,800, overrun on Contract No. 4835, which is the Adams Street one-way couplet project in McMinnville.

Surfacing materials for this project were required to be hauled over a county road, and it was agreed that the county road would be repaired if any damage occurred. It cost $9,000 to repair the county road, which was some $6,500 more than had been anticipated. Also, the adjustment of utilities had been estimated to cost $1,500, whereas the actual cost was $12,300.

This matter will be on the next agenda, and I respectfully recommend your approval of additional project authorization in the amount of $16,800 on this contract.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Tom Edwards
Mr. C. H. Maison

RECEIVED
JAN [illegible]
FOR FILING

OFFICE: BElmont 2-5113
SHOP: PRospect 4-8821
NIGHTS: Mobile JL4-2052

GOODAT
CRANE SERVICE

1735 S.E. UNION AVENUE
PORTLAND 14, OREGON

CRANE SERVICE ★ EXCAVATING ★ GRADING ★ EQUIPMENT RENTALS

H-122 (W)

4835

January 4, 1958.

Secretary of State,
State of Oregon,
Salem, Oregon.

Dear Sir:

RE: State Highway Dept. Contract #4835,
Perkins Bros. Contractors, Portland, Ore.,
Adams St., Pacific Highway West, McMinnville.

Notice is hereby given that the undersigned, Goodat Crane Service, 1735 S. E. Union Ave., Portland, 14, Oregon, has a claim for equipment rentals, in the sum of SIX HUNDRED NINETY DOLLARS AND TWENTY FIVE CENTS ($690.25) against the bond taken from Glens Falls Insurance Co., through Amerata & Schram, for the grading and paving of the Adams Street Section of the Pacific Highway West, in McMinnville.

Yours very truly,

GOODAT CRANE SERVICE

Walter Goodat
Owner.

cc: Glenns Falls Insurance Co.,
c/o Amerata & Schram,
520 Mead Building,
Portland, Ore.

File No. 3559

ILED
[illegible] C. HATFIELD
[illegible]

RECEIVED
JAN 8 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
cm

Form No. E-373—1026—7-56

RECEIVED
JAN

OREGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name 17th St.-Cosine Cr. (Adams St.) McMinnville

Date January 3, 1958

Highway Pacific West

Contract No. 4335

County Yamhill Kind of Work Grading & Paving

Contractor Perkins Bros.

Contract Amount $ 222,778.50

Expected over-runs and under-runs in contract items: Quantity Unit Price Amount

Major items, itemized:

Minor items, unitemized algebraic total + $10,000.00

Subtotal $ 10,000.00

Approved work orders (Price, extra work and state force orders) $ 28,149.74

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Repair County Road	+ $ 6,500.00
Adjust Utilities	+ 1,000.00

Minor items, unitemized algebraic total + 300.00

Subtotal $ 8,300.00

Authorization for engineering $ 19,390.28

Expected over-run or under-run of engineering authorization $ 857.29

Costs not included above (explain) $

Allowance for future contingencies (——% of work remaining) $

Credits to come from transfers and deductions $

Present estimate of project cost $ 289,475.81

Brief Statement of principal causes of over-run:

The major overrun was in two anticipated items: 1. Repair County Road -- Project Authorization, $2,500; Cost, $9,000. Adjust Utilities -- Project Authorization, $1,500; Cost, $12,200. The overrun of these two items is approximately $17,000.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 272,675.81
Present estimate of project cost	$ 289,475.81
Expected over-run (Amount)	$ 16,800.00
Expected over-run (per cent)	6.2

Space to right of this line is for use of Salem office.

Submitted by: Ross Harris
Resident Engineer

Confirmed by: R. D.
Assistant Division Engineer

Noted by:
Construction or Bridge Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

U-122(10) 17th St.-Cozine Cr. (Adams 1956
St.), McMinnville Sec., Pacific
#4835 Hwy. W. Folder # 1

RECEIVED
JAN 6 - 1958
FOR FILING

4835

Filed

December 27, 1957

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

A letter has been received from Goodat Crane Service, 1735 S. E. Union Avenue, Portland 14, advising that Perkins Brothers owe them $690.25 for rental of two sheepfoot rollers used on our Contract No. 4835 for grading and paving the Adams Street Section of the Pacific Highway West in McMinnville.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Amerata & Schram
520 Mead Building
Portland, Oregon

Perkins Brothers
10324 N. E. Halsey Street
Portland 20, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD
am

filed
[illegible]

RECEIVED
JAN 6 - 1958
FOR FILING
[illegible]
4835

December 27, 1957

Goodat Crane Service
1735 S. E. Union Avenue
Portland 14, Oregon

Attention: Mr. Walter Goodat

Gentlemen:

We have your letter of December 18 advising that Perkins Brothers owe you $690.25 for equipment rental furnished to them on our Contract No. 4835 for grading and paving the Adams Street Section of the Pacific Highway West in McMinnville.

Glens Falls Insurance Co., through Amerata & Schram, 520 Mead Building, Portland, furnished the performance bond for this contract, which bond assures payment of all bills incurred in the contract.

The contract was completed September 26 and accepted by the State Highway Commission December 5, 1957. If you feel that it is necessary to protect your claim against the bond for a period longer than six months after completion of the contract and acceptance by the Highway Commission, you should file your claim with the Secretary of State. Attached for your information are excerpts from the Oregon Laws outlining the procedure for such filing. In the meantime, your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

NOTED ON CARD
[illegible]

OFFICE: BElmont 2-5113
SHOP: PRospect 4-8821
NIGHTS: Mobile JL4-2052

GOODAT
CRANE SERVICE

1735 S.E. UNION AVENUE
PORTLAND 14, OREGON

CRANE SERVICE ★ EXCAVATING ★ GRADING ★ EQUIPMENT RENTALS

REFERRED TO
C. H. MAISON, Auditor

Dec. 18, 1957

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

In checking our records it appears that no payment has been received for rental of 2 sections of sheepfoot rollers from Perkins Brothers used on the McMinnville Highway job this spring and summer.

The invoices we have outstanding on this account are are follows:

3-27-57	- Invoice # 2810	$ 127.50
4-25-57	- Invoice # 2872	120.00
5-14-57	- Invoice # 2930	120.00
6-13-57	- Invoice # 3002	120.00
7-10-57	- Invoice # 3057	120.00
8-7-57	- Invoice # 3137	82.75
		$ 690.25

Perkins Bros. have always been slow but good about paying their bills, but we are getting rather concerned about this account now and they have repeatedly told us that their final estimates have not been received on this job and that they would send us a check at least in partial payment and they have not fulfilled their promises to us.

The purpose of this letter is merely to advise you of the account as it now stands and to place us in line for protection in payment. We will appreciate any help you are able to give us in this matter.

NOTED ON CARD

Yours very truly,

GOODAT CRANE SERVICE

By Walt Goodat

REFERRED TO
[illegible]
BY SECRETARY
[illegible]
note on card

RECEIVED
DEC 11 1957
FOR FILING

U-122(00)

48

Dec. 10, 1957

Tedrick Construction Co.
Route 2, Box 131
McMinnville, Oregon

Gentlemen:

Thank you for your recent letter in which you state that Perkins Brothers as paid their account in full, amounting to $68.25. Our records indicated this was for equipment rental furnished on our Contract No. 4835, for grading and paving Adams St. on the Pacific Highway West in McMinnville.

We will notify the surety company that your letter has been received in this office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em

cc: Glens Falls Insurance Co.
Pacific Coast Cept.
6th Floor, Mills Tower
San Francisco, Calif.

Amerata & Schram
520 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
em

TEDRICK CONSTRUCTION CO.
PHONE 12241 - RES. PHONE 10423
ROUTE 2, BOX 131
McMINNVILLE, OREGON

#4835

REFERRED TO Green SECRETARY BY
Inform usual letter recd on card

Oregon State Hiway Comm.
MR. H.B. Glaisyer
Secretary.

Re: Perkins Brothers.
Contractors.

Dear Sir:

This is to advise your department that since I received your letter of Nov. 26. re: above captioned persons, the account has been paid in full.

Thank You for your help in this matter.

Yours Truly,
H. K. Tedrick.

NOTED ON CARD
CM

Filed
~~[illegible]~~

957

ck Construction
ating that they
st Perkins Brothers
ract No. 4835 for
fic Highway West
led as your company
furnished with this

cure,

HIGHWAY COMMISSION

cc: Anarata & Schram
520 Mead Bldg.
Portland 4, Oregon

Perkins Bros.
10324 N. E. Halsey St.
Portland 20, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
CM

RECEIVED
NOV 29 1957
FOR FILING

4835

Nov. 26, 1957

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

A letter has been received from Tedrick Construction Company, Route 2, Box 131, McMinnville, stating that they have a claim in the amount of $68.25 against Perkins Brothers for equipment rental furnished on our Contract No. 4835 for grading and paving Adams Street on the Pacific Highway West in McMinnville. This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

PL:sm

cc: Amerata & Schram
520 Mead Bldg.
Portland 4, Oregon

Perkins Bros.
10324 N. E. Halsey St.
Portland 20, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
CM

File

Nov. 26, 1957

Tedrick Construction Co.
Route 2, Box 131
McMinnville, Oregon

Attention: W. G. Tedrick

Gentlemen:

This is to acknowledge your letter of November 23 stating that you have a claim against Perkins Brothers in the amount of $68.25 for equipment rental furnished on the 17th St.-Cozine Creek Section of the Pacific Highway West on Adams St. in McMinnville, our Contract No. 4835.

The Glens Falls Insurance Company, through Amerata and Schram, 520 Mead Bldg., Portland, furnished the performance bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it.

The contract was completed September 26, 1957, and to date has not been accepted, nor has final payment been made. If you wish to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon law outlining the procedure for such a filing.

In the meantime, the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:em

NOTED ON CARD

RFD 2, BOX 131 • OFFICE PHONE 10871

LINES SEWER LINES DRIVING AIR COMPRESSOR LIGHT LDOZER WORK BASEMENT EXCAVATION

EDRICK CONSTRUCTION CO.
PHONE 12241 - RES. PHONE 10423
ROUTE 2, BOX 131
McMINNVILLE, OREGON

McMinnville, Oregon
November 23, 1957

Oregon State Highway Commission

Division Office

Salem, Oregon.

Gentlemen:

Re: Perkins Brothers, Contractors
10324 Halsey St. Portland, Oreg.

I wish to file a claim against the above named contractors for equipment rental in the amount of Sixty Eight Dollars Twenty Five Cents ($ 68.25) plus interest at 6% until paid.

This amount derived from backhoe rental on Aug.17-57 by the McMinnville Hospital onthe Adams Street South Bound Grid, excavating for a sewer line that had gone bad.

The first statement to them went out September 14, the second one on October 8th, since that time I have made two phone calls to them asking for payment, but the bill remains unpaid.

It appears theyare not interested in/or do not intend to meet their obligations.

Your prompt attention to this matter would be appreciated.

Yours truly,

Tedrick Construction Company

W. L. Tedrick

REFERRED TO
BY SECRETARY

RECEIVED
NOV 26 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
em

em

files [illegible]

RECEIVED
NOV 18 1957
FOR FILING

[illegible]

4835

November 15, 1957

Burch Concrete & Supply Co.
1020 W. Main
Sheridan, Oregon

Attention: Mr. Harold W. Burch

Gentlemen:

We have your letter of November 8 stating that you have a claim in the amount of $2,161.88 against E. N. Peterson, a subcontractor to Perkins Brothers who were the principal contractors on the 17th Street-Cozine Creek (Adams Street) Section of the Pacific Highway West in McMinnville, Contract No. 4835.

The contract was completed September 26, 1957 but has not yet been accepted by the Highway Commission. The Glens Falls Insurance Company, through Amerata & Schram, 520 Mead Building, Portland, furnished the performance bond on this contract. The bond assures completion of the work and payment of all bills incurred in it.

If you wish to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Highway Commission, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for such filing. In the meantime the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

NOTED ON CARD

Ready Mixed Concrete • *Building Blocks & Supplies*

BURCH CONCRETE & SUPPLY CO.

HAROLD W. BURCH

1020 W. Main • *THornwall 3-4181* • *Sheridan, Oregon*

3 Mile Lane • **Tele. 6521** • **McMinnville, Oregon**

November 8, 1957

4835

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We herewith submit our account with E. N. Peterson, 960 Dearborn, Salem, Oregon, a sub-contractor for Perkins Brothers, contractors for the construction fo the 17th St.--Cozine Creek (Adams St.) Section of the Pacific Highway West in McMinnville. Our account is in the amount of $2,161.88 for concrete furnished and delivered on the above-mentioned job.

The last delivery was made September 14, 1957, and the job was completed shortly after. To date, we have been unable to collect this account and request this account be filed through the proper channels to afford our maximum protection for the payment of this job.

Thanking you, we remain,

Very truly yours,

BURCH CONCRETE & SUPPLY CO.

Harold W Burch
Harold W. Burch, Owner

HWB:rb

NOTED ON CARD

em

RECEIVED
NOV 18 1957
FOR FILING

4835

November 15, 1957

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Contracts
4835

Gentlemen:

A letter has been received from Burch Concrete & Supply Company, 1026 West Main Street, Sheridan, stating that E. N. Peterson, a subcontractor to Perkins Brothers, owes them the sum of $2,161.88 for concrete delivered on the 17th Street-Cozine Creek (Adams Street) Section of the Pacific Highway West in McMinnville. Their letter states that the last delivery was made September 14, 1957.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Perkins Brothers
10324 N. E. Halsey Street
Portland 20, Oregon

Amerata & Schram
520 Mead Building
Portland, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD
am

RECEIVED
OCT 23 1957
FOR FILING

Oct. 22, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Perkins Brothers a portion of the funds heretofore retained by the Commission on Contract No. 4835, for grading and paving on the 17th St.-Cozine Creek (Adams St., McMinnville) Section of the Pacific Highway West (Southbound) in Yamhill County.

This payment, in the amount of $53,056.13, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $7,116.20. The present payment will be released on or after Nov. 1, 1957.

There are claims filed against this contract, of which you have been previously notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em
cc: Amerata & Schram
520 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
em

RECEIVED
[illegible] 1957
FOR FILING

file

U-122(10)
Or-35
4235

October 8, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-122(10)
17th St. Cozine Creek (Adams St.),
McMinnville Section, Pacific Hwy. West
Order for State Force Work, dated
August 29, 1957. Installing irrigation
system and planting islands.

Dear Sir:

Reference is made to your letter dated October 3, 1957 concerning subject order.

We are approving the use of State force as being in the public interest for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

Orig to Probert

RECEIVED
OCT 4 1957
FOR FILING

4-

October 3, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 230-271 covering installing irrigation system and planting islands on the 17th St.-Cozine Creek (Adams St.) McMinnville Section of the Pacific West (Southbound) Highway in Yamhill County, Contract No. [illegible], in connection with Federal Aid Project No. S-122(10).

This work was anticipated and funds included in the project authorization. It was expected that only the north island would be seeded as water was not available at the south island. The city is now extending its water main to the south island.

It was anticipated that the irrigation systems would be installed by the contractor as extra work. He does not want to do it as he does not have the forces for this type of work. The job is too small to be done economically by separate contract. Approval of the order, using state forces, is therefore requested.

Equipment rental rates will conform to the established schedule.

Copies of the engineer's estimate of material, based on the work being done by the contractor, are enclosed. Meters will be installed by the City of McMinnville forces.

The estimated total cost of this order is $1,800.00 with Federal participation estimated at $1,110.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper

Deputy State Highway Engineer

DBP:bb
Encl.

RECEIVED
OCT 2 1957
FOR FILING

U-122-10

4135 08-35

October 1, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-122(10)
State Force Account Work

Dear Sir:

Returned herewith are all copies of your letter of September 9 requesting approval for State force work covering installing irrigation system and planting islands on the 17th Street-Cosine Creek (Adams St.) McMinnville Section of the Pacific Highway West in Yamhill County in connection with Federal-Aid Project No. U-122(10).

Your attention is called to paragraph 5b of PPM 21-6.2 dated February 16, 1955, which states that the showing of cost for these State Force Orders must indicate both the total estimated cost and the amount of Federal participation.

The subject order fails to show the amount of Federal participation.

Please furnish the above information for this order in the letter of request as you have on your more recent orders.

Very truly yours,

C. G. POLK
Division Engineer

By:

A. F. BESTER
Acting Division Engineer

Encl.

Original to Mr [illegible]

RECEIVED
OCT 1 1957
FOR FILING

U-122(10)

4835

September 30, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 26, 1957, on Contract No. 4835, 17th St.-Cozine Creek (Adams St., McMinnville) Section, in Yamhill County, in connection with Federal Aid Project No. U-122(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence G. Swenson

Form E-1--10M--12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 20, 1957

Section 17 th St. Cozine Creek (Adams St.)

Kind of work Grading and Paving

Highway Pacific, West County Yamhill

Section prefix 36-1039

Contractor Perkins Bros.

Contract number 4835

Date of contract 11-16, 1957

Specified work days 120

Date work started 11-26, 19'57

Work days used 96

Project authorization $272,675.81

Exclusive of engineering $253,285.58

Per cent of time elapsed 96 %

Estimated cost of completed project, exclusive of engineering $268,33..98

Estimated per cent overrun or underrun 5.9 %

Per cent of contract completed, based on total contract price 97 %

Engineering authorization $19,390.28

Engineering cost to date $18,400, 95 %

Date project was completed Sept 26, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

We opened the job to traffic as of 8:00 A.M. Wednesday September 18.

All that remains to complere is work on manholes, monuments and general clean up.

Progress fair.

RECEIVED

Noted
M. N. Juve

NOTED E B

Signed Ross M. Harris Ross M. Harris

Address Box 411 Mc Minnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.20	1.20			1.20
Miles partially completed					
Miles completed	1.20	1.20			1.20
Total estimated quantities (contract)	95,875	14,000			5400
Total quantities corrected to date	95,875	15,000			5330
Estimated quantities moved or placed to date	95,875	15,000			5330
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Men	7
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	2
Men and tractors	

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Clear		
Thursday	Clear C		
Friday	Clear		
Saturday			

RECEIVED
SEP 23 1957
OFFICE OF
DIVISION ENGINEER
DIVISION 2

RECEIVED
SEP 19 1957
FOR FILING

11-12

4835

files

September 19, 1957

O. C. Yocom Company
Pacific Highway North
McMinnville, Oregon

Attention: Mr. O. C. Yocom

Gentlemen:

This is to acknowledge your letter of September 16 which you left with Mr. Query when you were in our office last week.

Attached to your letter were duplicate copies of a statement showing a balance due of $16,620.68 for crushed rock furnished on Contract No. 4835, awarded to Perkins Bros. for grading and paving the 17th Street-Cozine Creek Section of Adams Street in the city of McMinnville.

The Glens Falls Insurance Co., through Amerata & Schram, 520 Mead Building, Portland, furnished the performance bond for this contract. The bond is given to assure completion of the job and payment of all bills incurred in it.

If you feel it necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Highway Commission, we suggest that you file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for this filing. The contract at this date has not been reported as complete.

We will note your claim in our records and will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

NOTED ON CARD
em

YOCOM, Sr.
YOCOM, Jr.

O. C. YOCOM COMPANY

Contractors *Engineers*

Pacific Highway North
McMINNVILLE, OREGON

September 16, 1957

Oregon State Highway Commission
Salem,
Oregon

Attn: Mr. H. B. Glaisyer
Secretary

Dear Sir:

We submit herewith account rendered covering materials furnished to Perkins Brothers to date in connection with Oregon State Highway Commission Contract No. 4835.

We have exhausted all other means in an effort to collect this account with no success. After receiving their last estimate the contractor advised us that the money due us had been used elsewhere and was unable to give any satisfactory explanation as to how the account would be paid.

We request that this account be filed through the proper channels to afford us the maximum protection.

Thanking you, we are

Very truly yours,

O. C. YOCOM

Encl. - 2
OCY/rh

REFERRED TO
[illegible]
BY SECRETARY

prepare usual letter
record on card

NOTED ON CARD
em

RECEIVED
SEP 16 1957
OREGON
STATE HIGHWAY COMMISSION

OCOM, Sr.
C. YOCOM, Jr.

O. C. YOCOM COMPANY

Contractors *Engineers*

Pacific Highway North
McMINNVILLE, OREGON

September 16, 1957

Perkins Bros. Construction Co.
10324 N. E. Halsey
Portland, Oregon

O.S.H.C. Contract No. 4835
Adams Street - McMinnville
Yamhill County

Statement

				Balance
January 21	Invoice No. 2036 - 30 yds 3/4"-0 @ 2.50	75.00		
Feb. 15	Payment		73.50	1.50
26	Payment		1.50	0.00
Mar. 12	Invoice No. 3622 - 6 yds 1½"-0 @ 1.75	10.50		
13	3623 - 6 yds 1½"-0 @ 1.75	10.50		
14	3625 - 6 yds 1½"-0 @ 1.75	10.50		
15	3626 - 6 yds 1½"-0 @ 1.75	10.50		
18	3628 - 6 yds 1½"-0 @ 1.75	10.50		
19	3631 - 6 yds 1½"-0 @ 1.75	10.50		
25	3571 - 6 yds 1½"-0 @ 1.75	10.50		
26	3575 - 6 yds 1½"-0 @ 1.75	10.50		
25	4499 - 6 yds 1½"-0 @ 1.75	10.50		
28	3580 - 6 yds 1½"-0 @ 1.75	10.50		
29	3583 - 6 yds 1½"-0 @ 1.75	10.50		
29	3585 - 6 yds 1½"-0 @ 1.75	10.50		126.00
Apr. 4	3587 - 6 yds 1½"-0 @ 1.75	10.50		
5	3588 - 6 yds 1½"-0 @ 1.75	10.50		
8	3592 - 6 yds 1½"-0 @ 1.75	10.50		
9	3595 - 6 yds 1½"-0 @ 1.75	10.50		
15	3597 - 6 yds 1½"-0 @ 1.75	10.50		
22	3558 - 6 yds 1½"-0 @ 1.75	10.50		
26	152 - 6 yds 1½"-0 @ 1.75	10.50		199.50
May 10	2222 - 6 yds 2½"-0 @ 1.65	9.90		
23	3519 - 152 yds 2½"-0 @ 1.65	250.80		
23	3520 - 60 yds 2½"-0 @ 1.65	99.00		
22	3551 - 60 yds 2½"-0 @ 1.65	99.00		
22	3553 - 6 yds 2½"-0 @ 1.65	9.90		
27	3501 - 6 yds 2½"-0 @ 1.65	9.90		
24	3521 - 92 yds 2½"-0 @ 1.65	151.80		
24	3523 - 6 yds 2½"-0 @ 1.65	9.90		
27	3554 - 40 yds 2½"-0 @ 1.65	66.00		
28	3502 - 92 yds 2½"-0 @ 1.65	151.80		
28	3503 - 6 yds 2½"-0 @ 1.65	9.90		
29	3505 - 80 yds 2½"-0 @ 1.65	132.00		
31	3507 - 66 yds 2½"-0 @ 1.65	108.90		1,308.30

YOCOM, Sr.
C. YOCOM, Jr.

O. C. YOCOM COMPANY

Contractors *Engineers*

Pacific Highway North
McMINNVILLE, OREGON

Perkins Bros.
Page 2.

September 16, 1957

		Balance Brought Forward			$ 1,308.30
June	3	Invoice No. 3568 - 40 yds 2½"-0 @ 1.65	66.00		
	4	3527 - 34 yds 2½"-0 @ 1.65(S.P.) 30 yds 2½"-0 @ 1.35(bunker)	96.60		
	5	1795 - 220 yds 2½"-0 @ 1.35	297.00		
	6	1796 - 335 yds 2½"-0 @ 1.35	452.25		
	7	1797 - 588 yds 2½"-0 @ 1.35	793.80		
	8	1799 - 590 yds 2½"-0 @ 1.35	796.50		
	10	1800 - 490 yds 2½"-0 @ 1.35	661.50		
	10	3542 - 10 yds 2½"-0 @ 1.35	13.50		
	11	1803 - 516 yds 2½"-0 @ 1.35	696.60		
	12	1804 - 566 yds 2½"-0 @ 1.35	764.10		
	13	1752✓- 12 yds 2½"-0 @ 1.35 6 yds 3/4"-0 @ 1.65	26.10		
	14	1753 - 12 yds 3/4"-0 @ 1.65	19.80		
	14	1754 - 6 yds 3/4"-0 @ 1.65	9.90		
	17	1758 - 18 yds 3/4"-0 @ 1.65	29.70		
	17	1759 - 6 yds 3/4"-0 @ 1.65	9.90		
	19	Payment		199.50	5,842.05
	18	Invoice No. 1805 - 72 yds 2½"-0 @ 1.35	97.20		
	19	1806 - 126 yds 2½"-0 @ 1.35	170.10		
	27	1808 - 6 yds 2½"-0 @ 1.35	8.10		
	27	1809 - 6 yds 2½"-0 @ 1.35	8.10		
	27	1810 - 6 yds 2½"-0 @ 1.35	8.10		
	20	1812 - 66 yds 2½"-0 @ 1.35	89.10		6,222.75
	28	1813 - 20 yds 2½"-0 @ 1.35	27.00		
	28	1811 - 12 yds 2½"-0 @ 1.35	16.20		
	28	1816 - 22 yds 2½"-0 @ 1.35	29.70		6,295.65
Jul.	2	1770 - 54 yds 2½"-0 @ 1.35	72.90		
	3	1814 - 178 yds 2½"-0 @ 1.35	240.30		
	8	1817 - 407 yds 2½"-0 @ 1.35	549.45		
	5	1815 - 325 yds 2½"-0 @ 1.35	438.75		
	9	1818 - 491 yds 2½"-0 @ 1.35	662.85		
	10	1819 - 501 yds 2½"-0 @ 1.35	676.35		
	10	1820 - 8 yds 2½"-0 @ 1.35	10.80		
	11	1823 - 434 yds 2½"-0 @ 1.35	585.90		
	11	1824 - 15 yds 2½"-0 @ 1.35	20.25		
	12	1826 - 384 yds 2½"-0 @ 1.35	518.40		
	15	1843 - 415 yds 2½"-0 @ 1.35	560.25		
	16	1840 - 500 yds 2½"-0 @ 1.35	675.00		
	17	1839 - 351 yds 2½"-0 @ 1.35	473.85		
	18	1838 - 311 yds 2½"-0 @ 1.35	419.85		
	19	1837 - 258 yds 2½"-0 @ 1.35	348.30		
	22	1836 - 238 yds 2½"-0 @ 1.35	321.30		
	24	1830 - 10 yds 2½"-0 @ 1.35	13.50		
	24	1831 - 58 yds 2½"-0 @ 1.35	78.30		
	24	1832 - 6 yds 2½"-0 @ 1.35	8.10		
	23	1833 - 20 yds 2½"-0 @ 1.35	27.00		12,997.05

O. C. YOCOM, Sr.
O. C. YOCOM, Jr.

O. C. YOCOM COMPANY

Contractors *Engineers*

Pacific Highway North
McMINNVILLE, OREGON

September 16, 1957

Perkins Bros.
Page 3.

		Balance Brought Forward			$ 12,997.05
Jul.	23	Invoice No. 1834 - 10 yds 2½"-0 @ 1.35	13.50		
	23	1835 - 42 yds 2½"-0 @ 1.35	56.70		
	24	1827 - 12 yds 2½"-0 @ 1.35	16.20		
	24	1828 - 54 yds 2½"-0 @ 1.35	72.90		
	24	1829 - 32 yds 2½"-0 @ 1.35	43.20		
	29	Payment		5,600.47	7,599.08
	29	Invoice No. 1855 - 186 yds 2½"-0 @ 1.35	251.10		
	30	1854 - 295 yds 2½"-0 @ 1.35	398.25		
	31	1853 - 336 yds 2½"-0 @ 1.35	453.60		8,702.03
Aug.	1	1851 - 12 yds 2½"-0 @ 1.35	16.20		
	1	1852 - 231 yds 2½"-0 @ 1.35	311.85		
	5	1849 - 374 yds 2½"-0 @ 1.35	504.90		
	2	1850 - 368 yds 2½"-0 @ 1.35	496.80		
	7	1847 - 211 yds 2½"-0 @ 1.35 70 yds 3/4"-0 @ 1.65	400.35		
	6	1848 - 267 yds 2½"-0 @ 1.35 33 yds 3/4"-0 @ 1.65	414.90		
	8	1846 - 224 yds 2½"-0 @ 1.35	302.40		
	12	1793 - 12 yds 3/4"-0 @ 1.65	19.80		
	9	1845 - 389 yds 2½"-0 @ 1.35	525.15		
	12	1844 - 351 yds 2½"-0 @ 1.35	473.85		
	12	1898 - 8 yds 2½"-0 @ 1.35	10.80		
	12	1792 - 10 yds 3/4"-0 @ 1.65	16.50		
	14	1794 - 18 yds 2½"-0 @ 1.35	24.30		
	15	1856 - 10yds ¼"-0 @ 1.50	15.00		
	15	1857 - 169 yds 2½"-0 @ 1.35 10 yds ¼"-0 @ 1.50	243.15		
	16	1858 - 192 yds 2½"-0 @ 1.35 62 yds ¼"-0 @ 1.50	352.20		
	16	1859 - 60 yds 3/4"-0 @ 1.50	90.00		
	19	1860 - 129 yds ¼"-0 @ 1.50	193.50		
	19	1888 - 40 yds 3/4"-0 @ 1.50	60.00		
	19	1889 - 42 yds 3/4"-0 @ 1.50	63.00		
	19	1890 - 75 yds 3/4"-0 @ 1.50	112.50		
	19	1891 - 18 yds 3/4"-0 @ 1.50	27.00		
	19	1899 - 60 yds 3/4"-0 @ 1.50	90.00		
	19	1861 - 16 yds 3/4"-0 @ 1.50	24.00		
	20	1892 - 73 yds 3/4"-0 @ 1.50 268 yds 2½"-0 @ 1.50	511.50		
	21	1893 - 197 yds 3/4"-0 @ 1.50	295.50		
	21	1894 - 24 yds 3/4"-0 @ 1.50	36.00		
		165 yds 2½"-0 @ 1.50	247.50		
	22	1896 - 10 yds ¼"-0 @ 1.50 308 yds 3/4"-0 @ 1.50 79 yds 2½"-0 @ 1.50	595.50		15,176.18

O. C. YOCOM, Sr.
O. C. YOCOM, Jr.

O. C. YOCOM COMPANY

Contractors *Engineers*

Pacific Highway North
McMINNVILLE, OREGON

September 16, 1957

Perkins Bros.
Page 4.

	Balance Brought Forward		$ 15,176.18
Aug. 23	Invoice No. 1897 - 212 yds 3/4"-0 @ 1.50	318.00	
23	1932 - 33 yds 3/4"-0 @ 1.50	49.50	
26	1933 - 307 yds 3/4"-0 @ 1.50	460.50	
27	1934 - 160 yds 3/4"-0 @ 1.50	240.00	
27	1935 - 10 yds 3/4"-0 @ 1.50	15.00	
27	1936 - 8 yds 3/4"-0 @ 1.50	12.00	
28	1905 - 8 yds ¼"-0 @ 1.50	12.00	
28	1928 - 10 yds 3/4"-0 @ 1.50	15.00	
28	1937 - 10 yds 3/4"-0 @ 1.50	15.00	
28	1938 - 10 yds 3/4"-0 @ 1.50	15.00	
29	1931 - 10 yds 3/4"-0 @ 1.50	15.00	
29	1939 - 10 yds 3/4"-0 @ 1.50	15.00	16,358.18
29	1930 - 8 yds 3/4"-0 @ 1.50	12.00	
29	1940 - 129 yds 3/4"-0 @ 1.50	193.50	16,563.68
Sept. 3	1941 - 8 yds 3/4"-0 @ 1.50	12.00	
3	1942 - 8 yds 3/4"-0 @ 1.50	12.00	
3	1943 - 8 yds 3/4"-0 @ 1.50	12.00	
13	1944 - 14 yds 3/4"-0 @ 1.50	21.00	$ 16,620.68

RECEIVED
SEP 19 1957
FOR FILING
11-122 (10)

4835

files
~~[illegible]~~
card

September 19, 1957

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a detailed statement from O. C. Yocum Company to Perkins Bros. showing a balance due of $16,620.68 for crushed rock furnished on our Contract No. 4835 awarded to Perkins Bros. for grading and paving the 17th Street-Cozine Creek Section on Adams Street in the city of McMinnville.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Amerata & Schram
520 Mead Building
Portland, Oregon

Perkins Bros.
10330 N. E. Halsey Street
Portland 20, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

Enc.

NOTED ON CARD
em

RECEIVED
SEP 18 1957
FOR FILING

4835

files

Sept. 16, 1957

Burch Concrete & Supply Co.
1020 West Main St.
Sheridan, Oregon

Attention: Mr. Harold Burch

Gentlemen:

Responding to your telephone request today, I enclose for your information excerpts from the Oregon laws with respect to the filing of claims against contractors on State highway work. I believe this is self-explanatory. You will note that the claim should be filed with the Secretary of State in a form substantially as shown in the law.

It is my understanding that you have a claim in the amount of $9,100.00 against the subcontractor on Perkins Bros. contract No. 4835, for construction of the 17th St.-Cosine Creek (Adams St.) Section of the Pacific Highway West in McMinnville. The bond furnished by Perkins Bros. in connection with the job was written by the Glens Falls Insurance Company, Amerata & Schram, Resident Agent, 520 Mead Building, Portland, Oregon.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:em

Encl.

REFERRED TO
query
BY SECRETARY

NOTED
FLOYD QUERY

NOTED ON CARD
em

Branding – acc'r Dir.

and lying copy of notes of sales of tonic

Harold Beard

Beard Candy & Supply Co

1020 W Main St

Sheridan

cont. [illegible] 94 + 35

per [illegible]

NOTED ON CARD

em

RECEIVED
SEP 10 1957
FOR FILING

A

U-[illegible]

4-[illegible]

September 9, 1957

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 230-271 covering installing irrigation system and planting islands on the 17th St.-Cozine Creek (Adams St.) McMinnville Section of the Pacific West (Southbound) Highway in Yamhill County, Contract No. 1635, in connection with Federal Aid Project No. U-122(10).

This work was anticipated and funds included in the Project Authorization. It was expected that only the north island would be seeded as water was not available at the south island. The city is now extending its water main to the south island.

It was anticipated that the irrigation systems would be installed by the contractor as extra work. He does not want to do it as he does not have the forces for this type of work. The job is too small to be done economically by separate contract. Approval of the order, using state forces, is therefore requested.

Equipment rental rates will conform to the established schedule.

Copies of the engineer's estimate of material, based on the work being done by the contractor, are enclosed. Meters will be installed by the City of McMinnville forces.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.
DBP:cr

[illegible]

RECEIVED
AUG 20 1957
FOR FILING

A-129 [illegible]

4835

August 20, 1957

Glens Falls Insurance Company
Pacific Coast Department
6th Floor Mills Tower
San Francisco, California

Gentlemen:

We have received a letter from C. T. Malcom & Company, 2336 NE 30th Avenue, Portland 12, in which they wrote us as follows:

> "This letter will constitute notice to you that I am withdrawing all claims against Perkins Bros., and their surety under State Contracts Nos. 4754 and 4835".

This information is furnished as your Company appears as surety on the two contracts mentioned above.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD

RECEIVED
AUG 20 1957
FOR FILING

[illegible]

4835

[illegible]

August 20, 1957

C. T. Malcom & Company
General Contractors
2336 NE 30th Avenue
Portland 12, Oregon

ATTENTION: C. T. Malcom

Dear Sir:

Thank you for your letter of August 16 advising that you are withdrawing all claims against Perkins Bros., on contracts #4754 and #4835.

We will be pleased to notify the surety and contractor that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
cc: Chas. H. Reynolds
M. K. McIver
Robert B. Chessman
W. C. Williams
Forrest Cooper

NOTED ON CARD

Files

Business Phone BUtler 0-7179
Residence Phone ATlantic 7-5760

C. T. MALCOM & COMPANY
GENERAL CONTRACTORS
2336 N. E. 30th Avenue
Portland 12, Oregon

August 16, 1957

REFERRED TO
BY SECRETARY

Oregon State Highway Commission
Salem
Oregon

Re: Claim of C. T. Malcom under
State Contracts Nos. 4754
and 4835

Gentlemen:

This letter will constitute notice to you that I am withdrawing all claims against Perkins Bros. and their surety under State Contracts Nos. 4754 and 4835.

It is hoped that this notice is adequate so that you may release any moneys due by the Highway Department to Perkins Bros., and if any further instrument is required of me please advise me immediately and the same will be forthcoming.

Very truly yours,

C. T. Malcom

C. T. Malcom

cc Glens Falls Insurance Co.
Pacific Coast Department
6th Floor Mills Tower
San Francisco, California

Amerata & Schram
520 Mead Building
Portland, Oregon

Mr. Fred McMahon
Attorney at Law
10324 N. E. Halsey Street
Portland, Oregon

RECEIVED
AUG 19 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

ALpine 3-7181

FRED McMAHON
Attorney At Law
10324 N. E. Halsey Street
Portland 20, Oregon

August 14, 1957

State of Oregon
State Highway Department
Salem, Oregon

Your Contracts Nos. 4754 & 4835

Gentlemen:

I refer to my letter to you dated May 18, 1957. This letter was in response to a notice of claim dated May 9, 1957 and sent to the Secretary of State by C.T. Malcom & Company.

The problems involved in said claim have not as of yet, been completely resolved, however Mr. Malcom has security for his claim, being in the form of cash. I have therefor this date requested Mr. Malcom, through his attorney, Mr. Robert Clapperton, to notify you that this claim filed with you against Perkins Bros. should be released. Mr. Malcom's claim was secured by cash on August 9, 1957.

Yours very truly,

Fred McMahon

Fred McMahon

NOTED
H. B. GLAISYER

RECEIVED
AUG 15 1957
OREGON
STATE HIGHWAY COMMISSION

files

RECEIVED
AUG 28 1957
FOR FILING

[illegible]

4835

PERKINS BROTHERS
GENERAL CONTRACTORS
10324 N. E. HALSEY
ALPINE 4-6920
PORTLAND 20, OREGON

August 15, 1957

NOTED
H. B. GLAISYER

Oregon State Highway Commission
Highway Building
Salem, Oregon

Re: Oregon State Highway Contract 4835
Claim of John C. Sherman

Gentlemen:

John C. Sherman has filed a claim in the amount of $774.60 against us on the above referred to job. We are writing this letter for the purpose of informing you that this claim is without merit. We state the following facts as upholding our position.

1. The box culvert sub-contracted from us by John C. Sherman has not been completed or accepted by the resident engineer.

2. We sent a letter to Mr. Sherman in May of this year requesting that he return to the job and complete his contract. This letter was ignored by Mr. Sherman, at least he has not acknowledged receipt of the same. We were obliged to perform a part of his work on the construction of the culvert in order that the construction of the fill, pipe work, etc. could continue on schedule.

3. The final quanities for the culvert were not computed as of the last estimate received for work completed to July 10, 1957.

4. All payrolls and bills for the culvert construction have been paid by us, excepting a current account with Mercer Steel Co. in the amount of $451.72 for a part of the steel used in the construction.

5. According to our preliminary breakdown Mr. Sherman has been overpaid. (Copy of preliminary statement enclosed herewith)

6. The retained percentage for the culvert items is $834.00. This has not been received by us and this amount is in excess of the claim by Mr. Sherman.

We therefore are of the opinion that the claim of Mr. Sherman is without merit and ask that the same be not honored.

[illegible] 8-27

REFERRED TO [illegible]
BY SECRETARY

cc. Amerata & Schram

Glens Falls Ins. Co.

John C. Sherman

Yours very truly;

Davis M. Perkins

PERKINS BROS.

NOTED ON CARD

[illegible]

ALPINE 4-6920

INVOICE

PERKINS BROTHERS
GENERAL CONTRACTORS

10324 N.E. HALSEY STREET
PORTLAND 20, OREGON

August 14, 1957

John C. Sherman
8906 S. E. Harrison Street
Portland 16, Oregon

STATEMENT OF ACCOUNT, sub-contract for culvert construction, Oregon State Highway Contract No. 4835, 17th St.-Cozine Creek (Adams St., McMinnville) Section of Pacific Highway West in Yamhill County.

Estimate No. 8 for work performed to July 10, 1957

Item 26 - Class "A" Concrete 116 c.y. @ $55.00	6,380.00
Item 27 - Metal reinforcement 14M lbs @ 0.14	1,960.00
Total	8,340.00
Less 5% - Perkins Bros. percentage of contract	417.00
Total amount earned by John C. Sherman, sub-contr.	7,923.00

TOTAL EARNED

1. Sub-contract, box culvert construction	7,923.00	
2. J. Sherman, Crane rental to Perkins Bros.	457.65	
3. Labor chg to Perkins Bros. for excav. & rock	573.68	
	8,954.33	8,954.33

TOTAL COST & PAYMENTS MADE TO J. SHERMAN

1. Weekly advance to J. Sherman 14 wks @ $125.00/wk	1,750.00	
2. Cash advanced	450.00	
3. Wages	2,077.03	
4. Payroll insurance and Health & Welfare	420.45	
5. Invoices paid by Perkins Bros.	4,641.22	
Total		9,338.70
OVER PAYMENT		384.37

Note: The above is not a final analysis of this account and is subject to change upon completion of the work and engineers final estimate.

RECEIVED
JUL 19 1957
FOR FILING
U-122(10)
4835

July 17, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering channel change and fill stabalization on the 17th Street-Cozine Creek (Adams Street) Section of the Pacific West (Southbound) Highway in Yamhill County, Contract No. 4835, in connection with Federal Aid Project No. U-122(10).

This work is necessary to stabalize the fill between Stations 141+50 and 144+50. The creek, which runs near the toe of the fill slope, has caused the fill to give away.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUL 12 1957
FOR FILING

[illegible]

4835

Files

July 11, 1957

Mr. John C. Sherman
8906 S. E. Harrison Street
Portland, Oregon

Dear Sir:

This is to acknowledge your letter of July 8 notifying us of a claim you have against Perkins Bros. on Contract No. 4835 for grading and paving on the 17th Street-Cozine Creek Section of the Pacific Highway West at McMinnville. Your letter states that Perkins Bros. owe you the sum of $316.95 plus an additional amount of $457.65 for rental of a crane.

The Glens Falls Insurance Company, through Amorata & Schram, 520 Mead Building, Portland, furnished the Performance Bond for this contract, which bond is given to assure completion of the project and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Highway Commission, it is suggested that you file your claim with the Secretary of State. For your convenience, we have attached an excerpt from the Oregon laws outlining the procedure in preparing this filing.

The contract is still incomplete. In the meantime your claim will be recorded in our records and we will notify the Surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

em

July 8, 1957
Portland, Oregon

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

This letter regards my subcontract with Perkins Bros., 10324 N.E. Halsey, Portland, Oregon, for construction of concrete box culvert at Station 146+55 under Oregon State Highway Contract No. 4835 in McMinnville, Oregon.

I have a balance due from Perkins Bros. under the subcontract in the amount of $316.95, dating from my invoices of February 3, 1957 and March 19, 1957. It is my understanding that payment was made by you to Perkins Bros. covering this amount on your estimate of March 10, 1957. I therefore hereby file claim against his contract with you in this amount.

I also have a balance due from Perkins Bros. under this same State Contract for rental of my ½ c.y. P&H crane for its use on excavation at the same location in the amount of $457.65, dating from my invoices of January 13, 1957 and February 3, 1957. It is my understanding that payment for this work was made to Perkins Bros. in full by the February 10, 1957 estimate. I therefore hereby file claim against his contract with you in this amount also.

It is my understanding that this letter will protect my interests in this matter. If this is not the case, I would appreciate your advice as to any other forms or additional information which you might require to do so, since that is my intent.

Very truly yours,

John C. Sherman

JOHN C. SHERMAN
8906 S.E. Harrison St.
Portland, Oregon

cc: Amerata & Schram
Perkins Bros.

FILED ON CARD
em

REFERRED TO
[illegible]
BY SECRETARY

prepare usual letter [illegible]
[illegible]

RECEIVED
JUL 10 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 12 1957
FOR FILING

[illegible]

4835

Note on card file

July 11, 1957

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

We have a letter from John C. Sherman, 8906 S. E. Harrison Street, Portland, stating that Perkins Bros. owe him the sum of $316.95 plus $457.65 for rental of a crane. Mr. Sherman states that these amounts were incurred on our Contract No. 4835 awarded to Perkins Bros. for grading and paving the 17th Street-Cozine Creek Section of the Pacific Highway West in McMinnville.

This information is furnished as your Company appears as Surety on the Performance Bond furnished for this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Amerata & Schram
520 Mead Building
Portland, Oregon

Perkins Bros.
10324 N. E. Halsey Street
Portland 20, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

em

RECEIVED
MAY 27 1957
FOR FILING
U-122(10)
4835

May 23, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering reconstruction of manhole on the 17th St.-Cozine Creek (Adams St., McMinnville) Section of the Pacific West, (Southbound) Highway in Yamhill County, Contract No. 4835, in connection with Federal Aid Project No. U-122(10).

This was anticipated as extra work in the contract. It is necessary to raise the manhole at Station 144+10 to conform to new fill grade, and reinforce the existing facility.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
MAY 20 1957
FOR FILING

122 (1)

4835

File

ALpine 3-7181

FRED McMAHON
Attorney At Law
10324 N. E. Halsey Street
Portland 20, Oregon

May 18, 1957

State of Oregon
State Highway Department
Salem, Oregon

Your Contract No. 4835
Perkins Bros.

Gentlemen:

I am the attorney for Perkins Bros. whose address is 10324 N.E. Halsey St., Portland 20, Oregon. This letter is in response to your letter dated May 15, 1957 addressed to Glens Falls Insurance Co. in regard the claim of G.T. Malcom & Co., a copy of which was mailed to Perkins Bros.

Perkins Bros. acknowledges the fact that some money is owed by them to G.T. Malcom & Co., however there is a dispute as to the actual amount due the claimant. Negotiations are in progress as to the amount due, and as soon as a figure is agreed upon, Perkins Bros. will take care of this matter.

Yours very truly,

Fred McMahon

Fred McMahon

FM/mt

cc Amerata & Schramm
520 Mead Building
Portland, Oregon

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

NOTED
H. B. GLAISYER

RECEIVED
MAY 20 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 16 1957
FOR FILING

2-12 (10)

4835

files ~~[illegible]~~

May 15, 1957

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by C. T. Malcom & Company against Perkins Bros. for rental of equipment, shop rental, and rock crusher repairs. The claim is in the sum of $1,567.46 and pertains to our Contract No. 4835 awarded to Perkins Bros. for paving Adams Street on the Pacific Highway West in McMinnville.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

cc Amerata & Schrum
520 Mead Building
Portland, Oregon

Perkins Bros.
10324 N. E. Halsey Street
Portland 20, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
em

2

COPY

Business Phone BUtler 9-7179
Residence Phone ATlantic 7-5760

C. T. MALCOM & COMPANY

GENERAL CONTRACTORS

2336 N. E. 30th Avenue
Portland 12, Oregon

May 9, 1957

To the State of Oregon:

Notice hereby is given that the undersigned, C. T. Malcom, has a claim for a machinery trailer used in hauling equipment to and from the State Highway job at McMinnville - No. 4835 and the State Highway job at Oswego which was finished in January, and for shop rental and repairing rock crusher plant in the amount of $1,567.46 against Perkins Bros. Contractors who are bonded by the Glen Falls Insurance Co. whose agent is Armarata and Schrem, 520 Mead Bldg., Portland, Oregon for the work of the two State Highway jobs above mentioned.

C. T. MALCOM

ENDORSED
File No. 3577
Filed May 14, 1957
MARK O. HATFIELD, Secretary of State

RECEIVED
MAY 16 1957
FOR FILING

U.122 (10)

4835

filed : ~~Faith~~

May 15, 1957

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens
Records Division

Dear Sir:

Thank you for your letter of May 15 which had attached to it three copies of a claim filed with your office by C. T. Malcom & Company against Perkins Bros. on our contract No. 4835. The claim is in the sum of $1,567.46 and bears your file No. 3577.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
em

MARK O. HATFIELD
SECRETARY OF STATE
SALEM, OREGON

May 15, 1957

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received and filed as of May 14th, 1957 a notice of claim by C. T. Malcom & Company in the sum of $1,567.46 against the bond taken from Perkins Bros. Contractors, Principal, and Glen Falls Insurance Co. Surety, Highway Contract No. 4835, our file No. 3577.

We are enclosing three copies for your information and files. Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo C Stephens

Clerk
Records Division

GS:m
Enc.

REFERRED TO
BY SECRETARY

RECEIVED
MAY 15 1957
OREGON
STATE HIGHWAY COMMISSION

Business Phone BUtler 6-7179
Residence Phone ATlantic 7-5760

C. T. MALCOM & COMPANY
GENERAL CONTRACTORS
2336 N. E. 30th Avenue
Portland 12, Oregon

May 9, 1957

H. B. Glaisyer, Secretary
Oregon State Highway Comm.

NOTED
FLOYD QUERY

Dear Sir:

The Secretary of State sent us a letter advising us that our claim against Perkins Bros. Contractors would not be recorded until we set up the claim according to O.R.S. 279.528.

Enclosed is a copy of the claim we are now sending to the Secretary of State.

Yours very truly,

C. T. Malcom

RECEIVED
MAY 13 1957
OREGON
STATE HIGHWAY COMMISSION

Business Phone BUtler 9-7179
Residence Phone ATlantic 7-5760

C. T. MALCOM & COMPANY
GENERAL CONTRACTORS
2336 N. E. 30TH AVENUE
PORTLAND 12, OREGON

May 9, 1957

To the State of Oregon:

Notice hereby is given that the undersigned, C. T. Malcom, has a claim for a machinery trailer used in hauling equipment to and from the State Highway job at McMinnville - No. 4835 and the State Highway job at Oswego which was finished in January, and for shop rental and repairing rock crusher plant in the amount of $1,567.46 against Perkins Bros. Contractors who are bonded by the Glen Falls Insurance Co. whose agent is Armarata and Schram, 520 Mead Bldg., Portland, Oregon for the work of the two State Highway jobs above mentioned.

C. T. Malcom

May 3, 1957

Secretary of State of Oregon
Salem, Oregon

Dear Sir;

I have a claim against Perkins' Bros. Contractors of 10324 N. E. Halsey St. Portland, Oregon for the rental of a Machinery Trailer used in hauling equipment back and forth from two State highway jobs. One at Oswego and the other at McMinnville known as the 17th St. Cosine Creek Section in Yamhill County. The contract was let on Nov. 8, 1956.

The Oswego job was finished about January 1957. The other part of the bill was for use of my shop to repair a crushing outfit that was sent to the McMinnville job on Jan. 7, 1957.

The last payment on account was for $185.00 made Jan. 10, 1957.

A copy of the bill is enclosed.

Very truly yours,

C. T. Malcom.

CTM:fas

RECEIVED
MAY 6 1957
OREGON
STATE HIGHWAY COMMISSION

Business Phone BUtler 9-7170
Residence Phone ATlantic 7-5760

C. T. MALCOM & COMPANY

GENERAL CONTRACTORS

2336 N. E. 30th Avenue
Portland 12, Oregon

copy of bill sent to:

Perkins Bros. Contractors
10324 N. E. Halsey St.
Portland, Oregon

Aug. 13-17, 1956 blade rental	$ 440.00
Oct. 18 to Nov. 18,1956 trailer rental	185.00
Shop rent 5 days @ $10.00 per day 11/19 to 24	50.00
Dec. 13, 14, 15, Jaw crusher unit inside storage and use of shop 3-days @ $10.00	30.00
Week ending Dec. 22, 1956 Jaw crusher Unit inside storage & use of shop 7-days @ $10.00	70.00
Re-crusher unit yard storage-shop being used-no charge for shop 4-days @ $2.00	8.00
Jaw crusher unit inside storage and use of shop 7-days @ $10.00	70.00
Re-crusher unit yard storage 3-days @ $2.00	6.00
Re-crusher unit yard storage 4-days @ $1.00	4.00
Nov. 18 to Dec. 18, Trailer rental	185.00
Dec. 18 to Dec. 31, Trailer rental 13-days	77.51
Dec. 31, 1956 Supplies from stock	5.95
Dec. 31, 1956 BALANCE DUE	$1,131.46
Jan. 10, 1957 Paid on account	185.00
BALANCE DUE	$ 946.46
Jan. 1 to Jan. 31, 1957 trailer rental	185.00
shop rent	$66.00
Feb. 1 to Feb. 28 trailer rental	185.00
Mar. 1 to Mar. 31 trailer rental	185.00
March 31, 1957 BALANCE DUE	$1,567.46

RECEIVED
MAY 9 - 1957
FOR FILING

H-122-11)

4835

May 8, 1957

Mercer Steel Co., Inc.
2555 N. W. Nicolai Street
Portland 10, Oregon

Attention: Mr. Neil A. Austin

Gentlemen:

We have your letter of May 7 concerning the status of Contract No. 4835, awarded to Perkins Brothers for grading and paving the 17th Street-Cozine Creek (Adams Street) Section in McMinnville on the Pacific Highway West in Yamhill County. This contract is expected to be completed about August 1, 1957.

The Division Engineer's Office advises us that Perkins Brothers are making very good progress on the contract and are somewhat ahead of schedule.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Assistant Secretary

FAQ:fp

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
CApitol 6-2511
2555 N. W. NICOLAI STREET
PORTLAND 10, OREGON

May 7, 1957

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer

Gentlemen:

This company has furnished reinforcing steel to Perkins Brothers of Portland, Oregon for their use in the Cozine Creek Culvert, Oregon State Highway Department Contract #4835.

As we have not yet been paid for our material on this job, we would like to know the completion and acceptance date of this job and whether or not the contractor has been paid. We would also like to have any further designation we should use for this job if we should find it necessary to file a claim against the contractor's bond in the next two months.

Sincerely,

Neil A. Austin

Neil A. Austin

jm

RECEIVED
MAY [illegible] 1957
[illegible]

CPR8-2415

Form PR 2 (Revised 1950)

State Oregon

Project No. U-122(9)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of March, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of October, 1956, a program, which was approved on the 19th day of October, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 7th day of February, 1957, and the sum of fifty five thousand and 00/100 dollars ($55,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

~~Between~~ Acquisition of right of way between Stations 89+00 and 148+00, in McMinnville,

, length 1.117 miles, in Yamhill County,

being Oregon project No. U-122(9) ~~, consisting of~~ [illegible] ~~miles of~~

[illegible] ~~bridges, each of more than 20 feet clear span,~~ [illegible] ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) In the event that actual construction of the road on this right-of-way is not undertaken by June 30, 1962, the State Highway Department shall repay to the Commissioner the sum or sums of Federal funds paid to the Highway Department under this agreement.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty five thousand and 00/100 dollars ($55,000.00), which does not exceed the authorized Federal pro rata share of eighty nine thousand, five hundred and 00/100 dollars ($89,500.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas K Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By C H Polk
District ~~Division~~ Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11579-8 A4.62

March 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the 17thth Street-Cosine Creek (McMinnville) Section, Project No. U-122(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:lmr

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

19th Street - Cozine Creek (Adams St., McMinnville) Section
Pacific Highway West
Yamhill County

NATURE OF WORK:

Right of Way Purchase

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

DATE OF COMPLETION:

REMARKS:

January 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four copies of estimate for project agreement and four sets of reduced plans for the 17th Street-Cozine Creek (Adams St.-McMinnville) Section, Project No. U-112(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:ia

Oregon State Highway Department

Federal Aid
Project No. U-12[illegible](9)

17th STREET-COZINE CREEK (ADAMS STREET-McMINNVILLE) SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on estimated cost of lands, damages, etc.)

Salem, Oregon.- January 23, 1957

Type Code R.O.W.
Right of Way (Sta. [illegible]+00 to 148+00)

All required	Right of Way, Etc.	$ 85,104.00
	Subtotal	$ 85,104.00
	Acquisition Expense	4,396.00
		$ 89,500.00

Length of Project...............1.117 miles

Federal Funds..	$ 55,000.00
State Funds..	34,500.00
	$ 89,500.0

State Funds for Const: Chap. 175, Laws, 1917; Chap. 31, Laws 1920;
Chap. 529, Laws, 1939
State Funds for Maint: Chap. 529, Laws, 1939

17th STREET-COZINE CREEK (ADAMS STREET-MCMINNVILLE) SECTION

Project No. U-122(9)

(Estimate of Cost of Rights of Way Areas to be acquired and other Rights of Way expenses.)

Highway Department Right of Way File No.	Area	Cost
22204	12,937 sq. ft.	$60,000.00
22203	11,975 sq. ft.	12,096.00
22202	3,354 sq. ft.	1,560.00
22197	780 sq. ft.	300.00
22193	13,300 sq. ft.	1,800.00
22305	8,712 sq. ft.	300.00
22304	64,469 sq. ft.	1,248.00
24622	24,050 sq. ft.	7,800.00
	Sub-total	$85,104.00
	Acquisition Expense	4,396.00
	Total	$89,500.00

RECEIVED
MAR 7 1957
FOR FILING

U-122(10)

4-35

February 20, 1957

259

Mr. W. H. Beilke
5785 McLeod Lane
Salem, Oregon

Dear Sir:

With reference to your undated letter I wish to advise that the situation you brought to our attention regarding the muddying up of South Adams Street was noticed by our Resident Engineer on the job, Mr. Ross Harris, and he gave instructions that the street should be shaped up and gravel put on where necessary. This also applies to the driveway of which you spoke.

If the work has not already been done you may be assured that the situation will be corrected. I am also having Mr. Harris contact you to further discuss this matter with you. I am sure you appreciate that on construction jobs of this type there will be some inconvenience; however, we try to hold this to a minimum.

Thank you very much for bringing this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. J. D. Walker
Mr. Tom Edwards
Mr. Ross Harris

LHY:jc fn

7

ASSIGNMENT

Date: **February 15, 1957** No. 259 By Jc

Description: **Letter (undated) by W. H. Beilke, Salem, who states his renters at McMinnville are complaining about manner in which contractor is doing his work**

Acknowledged by____ Referred to **Edwards**

_Investigate and report with recommendation
_Such action as necessary and report
_Comment or recommendation
_Return with rough draft of reply
_Prepare reply for signature of Mr._______
_Contact correspondent and report

Remarks: **Please take appropriate action, prepare rough draft of reply.**
FC

PLEASE RETURN TO
FORREST COOPER

Executed 2-19-57 Report Received________

---

lerd Lane
llen
RETURN TO
T COOPER
at
llering
lding
lso
d in
in

Mud hole also
See what you can
Do about it they
Should Put rock in thier
Yours W. H. Beilke

February 7, 1957

ject U-122(9)
-Cozine Creek Sec., McMinnville
hway West

cuments for subject project.
ng that the requirements
4.1, paragraph 4(c), con-
t.

acquisition of right-of-
ve October 19, 1956 as
1956 notifying you of pro-

y truly yours,

. G. POLK
District Engineer

Original to
Mr. Probert

NOTED
FORREST COOPER

W H BEILKE
5785 MCLEOD LANE
SALEM OREG

5785 McLeod Lane
Salem

State Highway Dept
Salem Ore

PLEASE RETURN TO
FORREST COOPER

Gent: My renters at
307 South Adams
McMinnville are hollering
about the way your
contractor are mudding
up South Adams also
the contractor head in
on the yd or Private
Drive way with their
Trucks making that a
Mud hole also

See what you can
Do about it they
Should Put rock in there

Yours W. H. Beilke

February 7, 1957

ject U-122(9)
t-Cozine Creek Sec., McMinnville
ghway West

ocuments for subject project.
ing that the requirements
-4.1, paragraph 4(c), con-
ot.

acquisition of right-of-
ive October 19, 1956 as
, 1956 notifying you of pro-

y truly yours,

. G. POLK
District Engineer

Original to
Mr. Probert

NOTED
FORREST COOPER

RECEIVED
FEB [illegible] 1957
FOR FILING

U-122 (9)

4135

08-35

February 7, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-122(9)
17th Street-Cozine Creek Sec., McMinnville
Pacific Highway West

Dear Sir:

We have today approved P. & E. documents for subject project. Approval is given with the understanding that the requirements of Policy and Procedure Memorandum 21-4.1, paragraph 4(c), concerning estimate of cost, have been met.

Authorization to proceed with the acquisition of right-of-way was given advance approval effective October 19, 1956 as mentioned in our letter of October 29, 1956 notifying you of program approval.

Very truly yours,

C. G. POLK
District Engineer

Original to
Mr. Probert

NOTED
FORREST COOPER

RECEIVED
JAN 21 1957
FOR FILING

U-122 (10)

4835

January 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering moving water lines and power poles on the 17th St.-Cozine Creek (Adams St., McMinnville) Section in Yamhill County, Contract No. 4835, in connection with Federal Aid Project No. U-122(10).

The utilities are owned by the City of McMinnville. It is necessary to move them to conform to the new construction. Copies of the agreement with the city and the estimate submitted are attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHR:cr
Encl.

RECEIVED
JAN 21 1957
FOR FILING

[illegible]

4835

January 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering moving water lines and power poles on the 17th St.-Cozine Creek (Adams St., McMinnville) Section in Yamhill County, Contract No. 4835, in connection with Federal Aid Project No. U-122(10).

The utilities are owned by the City of McMinnville. It is necessary to move them to conform to the new construction. Copies of the agreement with the city and the estimate submitted are attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHR:cr
Encl.

A

RECEIVED
JAN 9 - 1957
FOR FILING

[illegible]

4835

January 9, 1957

Perkins Bros.
10324 N. E. Halsey St.
Portland 20, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4835, which was awarded to you by the State Highway Commission on November 16, 1956, for grading and paving on the 17th St.-Cozine Creek (Adams Street,McMinnville) Section of the Pacific Highway West (Southbound) in Yamhill County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED

FOR

71 122 (16)

4835

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8th, 1957

SUBJECT: 17th Street-Cozine Creek
(Adams St.) McMinnville
Pacific Highway West
Contract No. 4835

To: Mr. F. B. Crandall
Traffic Engineer
Office

I am forwarding herewith a print showing the treatment suggested by the Bureau of Public Roads for the intersection of Baker Street and the Pacific Highway at the north connection of the Pacific Highway couplet in McMinnville. The Bureau of Public Roads conditions their approval of the project upon our making this treatment.

You will notice that there are several concrete islands which will require lighting. Will you therefore indicate on prints of this installation your recommended location of conduits which we will install in the course of the current construction job. You should also make your overall plan of lighting this intersection and make provisions for getting the work done.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓
J. D. Walker

NOTED
FORREST COOPER

RECEIVED
JAN 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 28 1956
FOR FILING

FORM E-30X—30M—11-55—90225

[illegible]

4835

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26th, 1956

SUBJECT: 17th Street-Cosine Creek Section
Adams Street (McMinnville)

To: Mr. Earl Saling
Right of Way Office Manager
Office

In response to your letter of December 13th concerning change of access points which were inserted in the Parnell M. and Alta E. Grow, R/W 22197, deed, please be advised that we have made a field investigation which indicates that there are no objections to the changes.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper
Robert L. May
R. L. Porter

NOTED
FORREST COOPER

RECEIVED
DEC 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1956
FOR FILING

U-122(10)

4835

December 18, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering adjustment of city utilities on the 17th St.-Cosien Creek (Adams St.-McMinnville) Section of the Pacific, West (Southbound) Highway in Yamhill County, Contract No. 4835, in connection with Federal Aid Project No. U-122(10).

The utilities are city owned. There is no franchise which required the utility company to move its lines.

This work is to be done by the City of McMinnville forces, and billed to the State at cost.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:cr
Encl.

E-123 25M REV

RECEIVED
DEC 20 1956
FOR FILING

U-122 (U)

4135

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 18th, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Attention: Mr. E. H. Cowan

Dear Sir:

Further reply is made to your letter of recent date concerning the island treatment between Walnut Way and 17th Street on the 17th Street-Cozine Creek Section in the town of McMinnville.

The last sketch which you submitted will permit us to comply with our right of way obligations and we will construct an island as shown by your sketch.

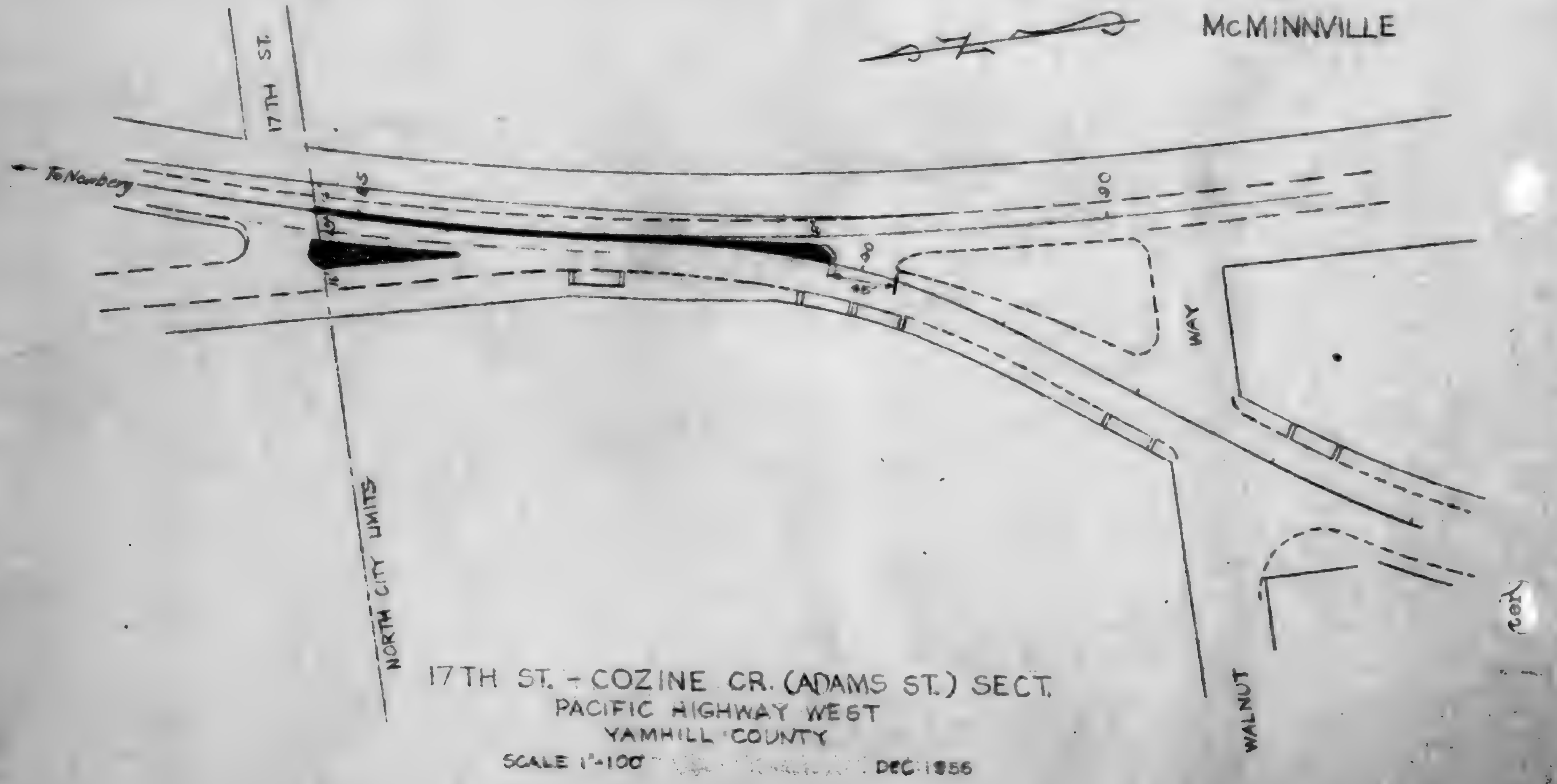
Very truly yours,

Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper
R. L. Porter
J. D. Walker

NOTED
RREST COOPER


McMINNVILLE
17TH ST.
To Newberg
45
90
90
45
NORTH CITY LIMITS
WAY
WALNUT

17TH ST. - COZINE CR. (ADAMS ST.) SECT.
PACIFIC HIGHWAY WEST
YAMHILL COUNTY
SCALE 1"=100' [illegible] DEC. 1956

RECEIVED
DEC 19 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 14, 1956

Mr. Eugene E. Marsh
McMinnville City Attorney
McMinnville, Oregon

Re: R-24622 and R-22197
Parnell M. Grow
McMinnville (Adams Street)
Section of the Pacific
Highway West

Dear Mr. Marsh:

This is in response to your letter of December 11, 1956, in which you request the advice of this office as to whether or not the State Highway Department now desires that the old Adams Street in the City of McMinnville be vacated conditionally upon Mr. Grow providing access to the new Adams Street at Thirteenth and Fourteenth Streets.

The construction plan for the highway improvement at that location provides for the connection of Twelfth Street to the Pacific Highway West. The plans do not provide for the connection of Thirteenth or Fourteenth Streets to the Pacific Highway West. In the course of acquiring right of way for the highway improvement, it was necessary for the State to acquire certain real property from Mr. Grow, and it has been our understanding that Mr. Grow desires the vacation of old Adams Street and the connection of Thirteenth and Fourteenth Streets to the Pacific Highway West. The State Highway Commission has no objection to the vacation of the street and the connection of Thirteenth and Fourteenth Streets, but does not consider this action to be any part of the highway improvement project undertaken by the State.

We have been successful in reaching a settlement with Mr. Grow with respect to the real property required for the improvement of the Pacific Highway West, and any discussions or arrangements relative to the vacation of old Adams Street and the connection of Thirteenth and Fourteenth Streets to the Pacific Highway West should be conducted between Mr. Grow and the appropriate city officials. If the City of McMinnville decides to take this action, the State Highway Department should, of course, be contacted so that arrangements may be made for the construction of safe and desirable connection to the Pacific Highway West.

Hoping the above gives you the information you need, I am

Very truly yours,

ROBERT L. MAY, JR.
Acting Chief Counsel

NOTED
FORREST COOPER

RECEIVED
DEC 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RLM:aj
cc - Mr. Forrest Cooper
Mr. R. L. Porter

RECEIVED
DEC 13 1956
FOR FILING

FORM E-30X—50M—11-55—90225

16-122 (10)

4835

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 12, 1956

SUBJECT: 17th Street-Cozine Creek
Pacific Highway West
Contract No. 4835

To: Mr. J. D. Walker
Division Engineer
Office

Herewith a copy of a letter from Mr. Glenn Jacobs, County Engineer of Yamhill County, in which he specifies terms and conditions under which the county agrees to our use of Western Avenue as a haul road.

Will you please take the necessary steps to insure the use of this road consistent with Mr. Jacob's restrictions.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
DEC 12 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1956
FOR FILING

18-[illegible]

4835

December 12, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State share of flagging costs on the 17th St.-Cozine Creek (Adams St., McMinnville) Section of the Pacific West (Southbound) Highway in Yamhill County, Contract No. 4835, in connection with Federal Aid Project No. U-122(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:ia

Encl.

RECEIVED
DEC 13 1956
FOR FILING

U-122(10)

4835

December 12, 1956

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering rebuilding sewer line on the 17th St.-Cozine Creek (Adams St., McMinnville) Section of the Pacific West (Southbound) Highway in Yamhill County, Contract No. 4835, in connection with Federal Aid Project No. U-122(10).

This work is necessary to make a temporary line for the sewer, which is constructed in the air on trestles, so the fill can be raised to the grade for final sewer location when it will be placed in a conduit through the fill. This was anticipated in the contract as extra work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
DEC 12 1956
FOR FILING

11-122 (10)

4835

Salem, Oregon
December 11, 1956

Use of county road in
Yamhill County

Mr. Forrest Cooper
Mr. Tom Edwards

The attached letter from Glenn Jacobs, County Engineer of Yamhill County, has to do with the county road which you are to use as a haul road from the borrow pit west of McMinnville to the Cozine Creek fill. Please note the conditions which Mr. Jacobs has placed on his approval of our use of this road.

G. S. Paxson

GSP:gm
Attach.
cc Mr. W. C. Williams

JACOB
COUNTY ENGINEER

YAMHILL COUNTY
ENGINEER'S OFFICE
McMINNVILLE, OREGON

November 26, 1956

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Mr. Williams:

We have your letter of November 1, 1956, relative to the proposed use of the section of county road known as Western Avenue, in connection with the construction of the 17th Street-Cozine Creek Section of Pacific Highway West.

You proposed to maintain this section of road in a satisfactory manner during the period of use and to restore it to a condition equal to its original condition upon completing your usage which, of course, is satisfactory to us.

We should like to especially call to your attention, however, the fact that this section of road is used by a great many people as pedestrians and in view of this we think it important that the surface of the road be kept free of mud and dirt, during your use of it.

Very truly yours,

Glenn Jacob
GLENN JACOB
County Engineer

GJ:bp

Copy sent
County and City Relations
11-28-56

RECEIVED
NOV 28 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 10 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

U-122(10)

4535

December 6th, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Re: Oregon Project U-122(10), 17th St.-
Cozine Creek (McMinnville) Sec.,
Pacific Highway West

Dear Sir:

Investigation has been made of the matter brought up in your letter of November 16th concerning the above-captioned project.

Investigation reveals that two properties on the westerly side of the questioned opening have previously been taken, one by negotiation and one by condemnation, with the understanding that an opening would be granted as shown on the plans. In the condemnation proceeding such statement was made a part of the pleadings. We, therefore, believe it advisable not to entirely close the area but have shown on the attached print a layout of asphaltic concrete markers which we will install and which should eliminate the cause for criticism.

Very truly yours,

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
DEC 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 10 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

U. 122(10)

4535

December 6th, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Re: Oregon Project U-122(10), 17th St.-
Cozine Creek (McMinnville) Sec.,
Pacific Highway West

Dear Sir:

Investigation has been made of the matter brought up in your letter of November 16th concerning the above-captioned project.

Investigation reveals that two properties on the westerly side of the questioned opening have previously been taken, one by negotiation and one by condemnation, with the understanding that an opening would be granted as shown on the plans. In the condemnation proceeding such statement was made a part of the pleadings. We, therefore, believe it advisable not to entirely close the area but have shown on the attached print a layout of asphaltic concrete markers which we will install and which should eliminate the cause for criticism.

Very truly yours,

Tom Edwards

Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
DEC 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

Cooper

08-35

November 16, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-122(10), 17th St.-
Cozine Creek (McMinnville) Sec.,
Pacific Highway West

Dear Sir:

P. S. and E. for the above project were approved by this office on October 24, 1956. The Division office, following a review of the plans, has expressed some concern about the proposed layout for the intersection at the northern terminus of the project.

A memorandum from the Division office, under date of November 15, is quoted in part as follows:

> "It appears that channelization should be provided to define the movements, especially to and from Baker Creek Road. The 'U' turn slot opposite Station 88+50 on Baker Street appears undesirable. This movement is provided for by Walnut Way and 17th Street. Channelization along the lines shown in our attached sketch should be satisfactory."

We believe that some revision along the lines suggested by the Division office would be desirable. It is requested that consideration be given to making, during construction, any such changes that may be found feasible.

Very truly yours,

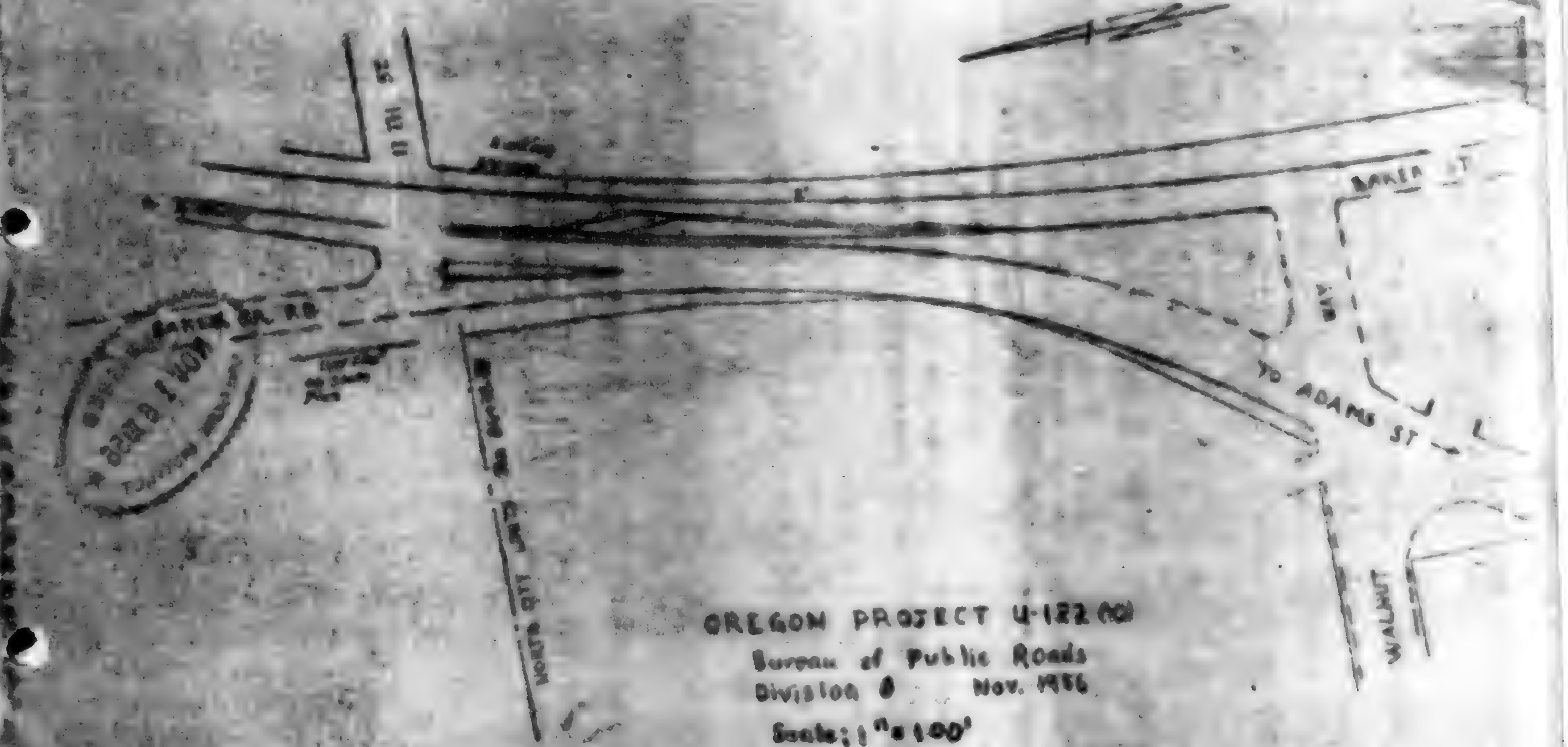
CGPolk
C. G. POLK
District Engineer

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER
Please handle

Encl.

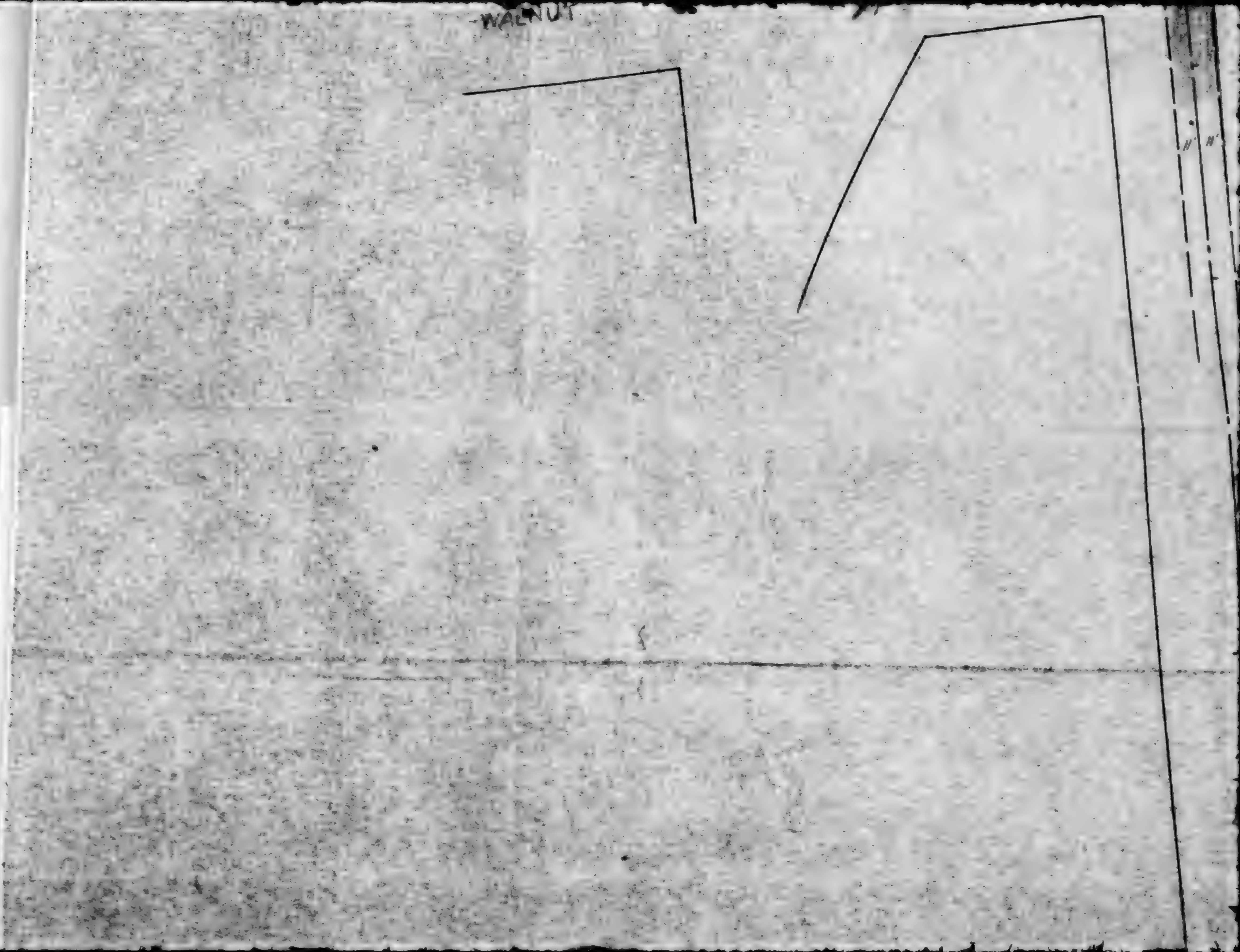
RECEIVED
[illegible] 1956
OFFICE OF
CONSTRUCTION ENGINEER

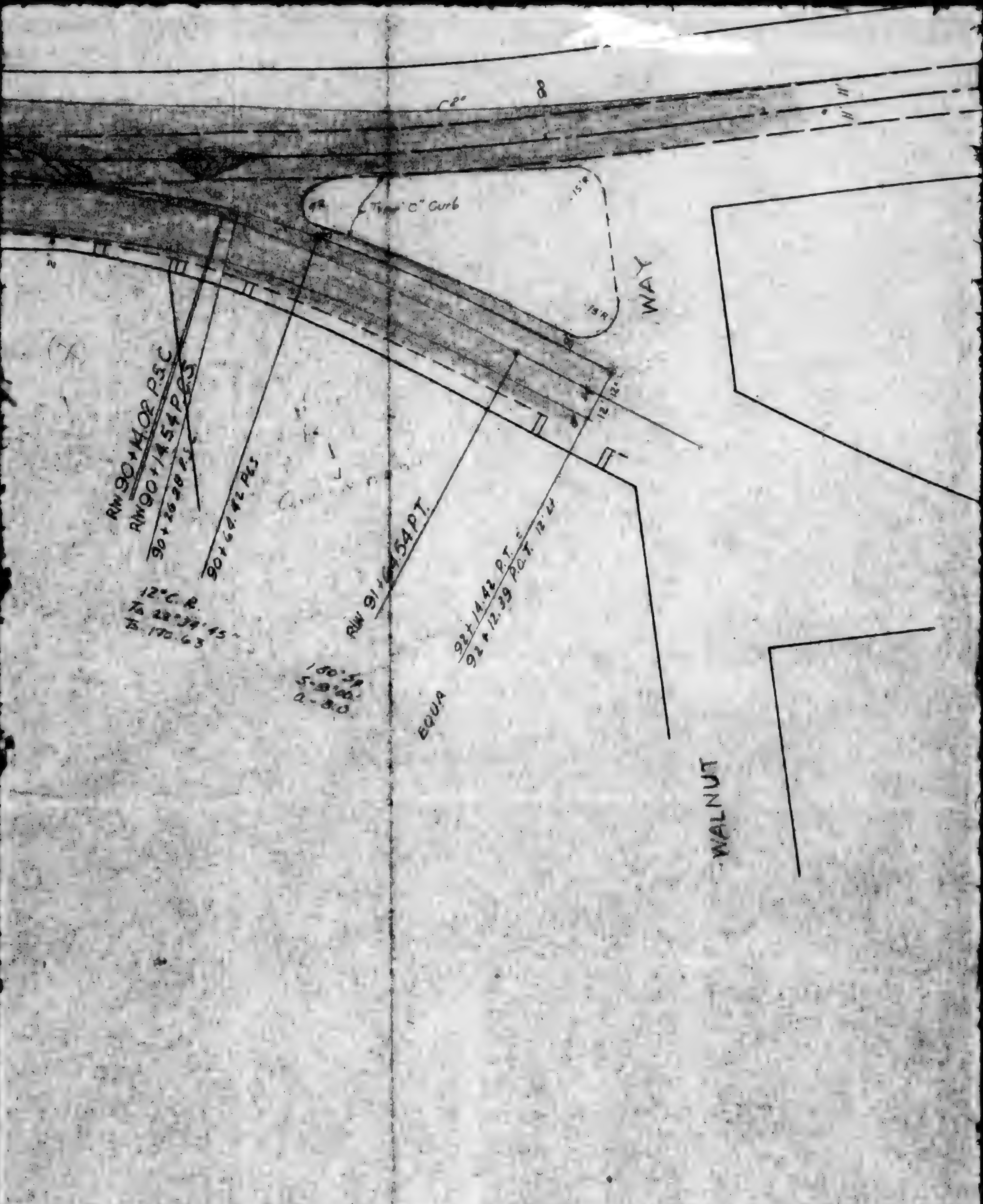
RECEIVED
NOV 19 1956
OREGON
STATE HIGHWAY COMMISSION

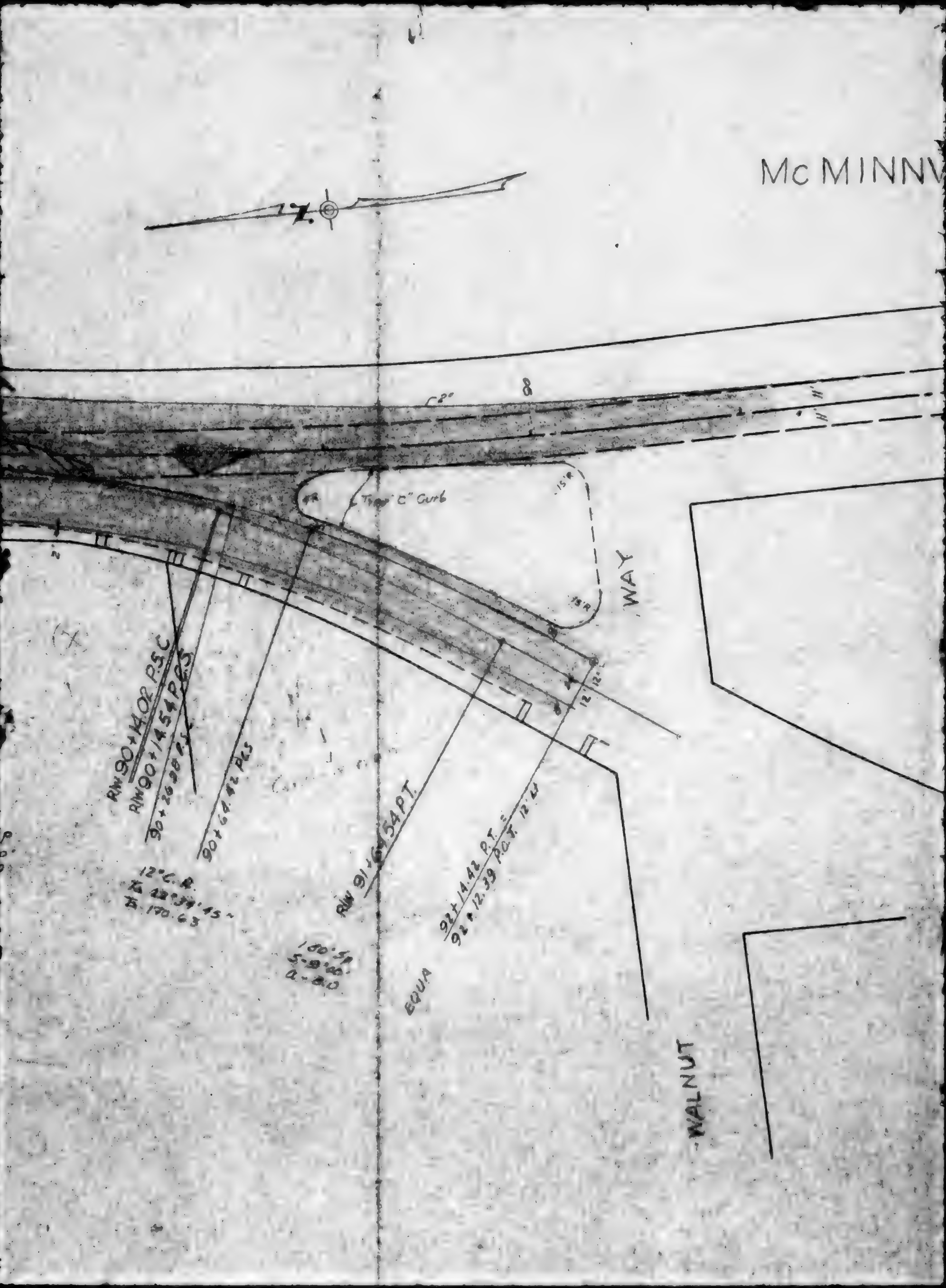

11TH ST
BAKER CR. RD
NORTH CITY LIMITS
TO ADAMS ST
BAKER ST
WALNUT

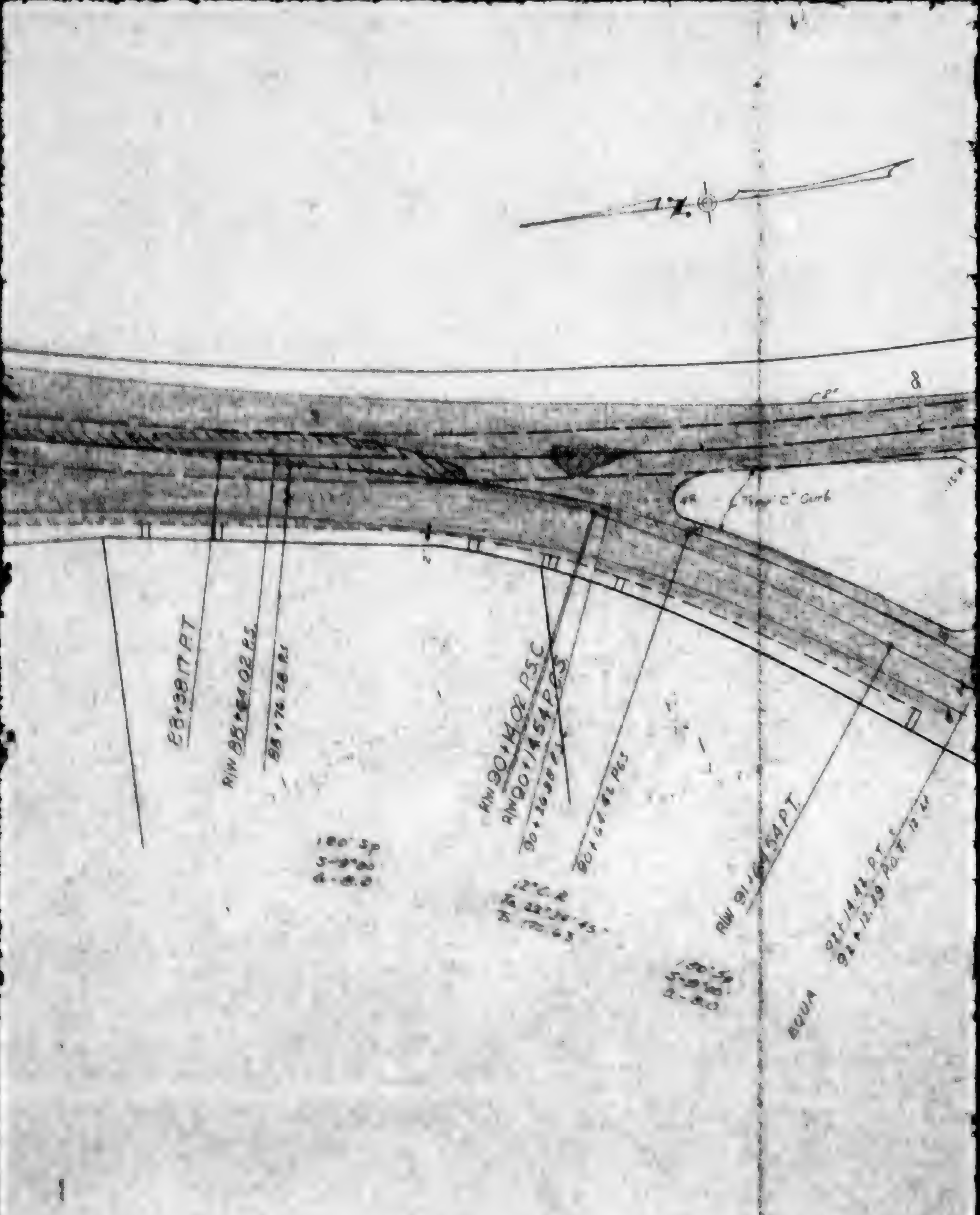
OREGON PROJECT U-122(10)
Bureau of Public Roads
Division 8 Nov. 1956
Scale: 1" = 100'

McMINNVILLE

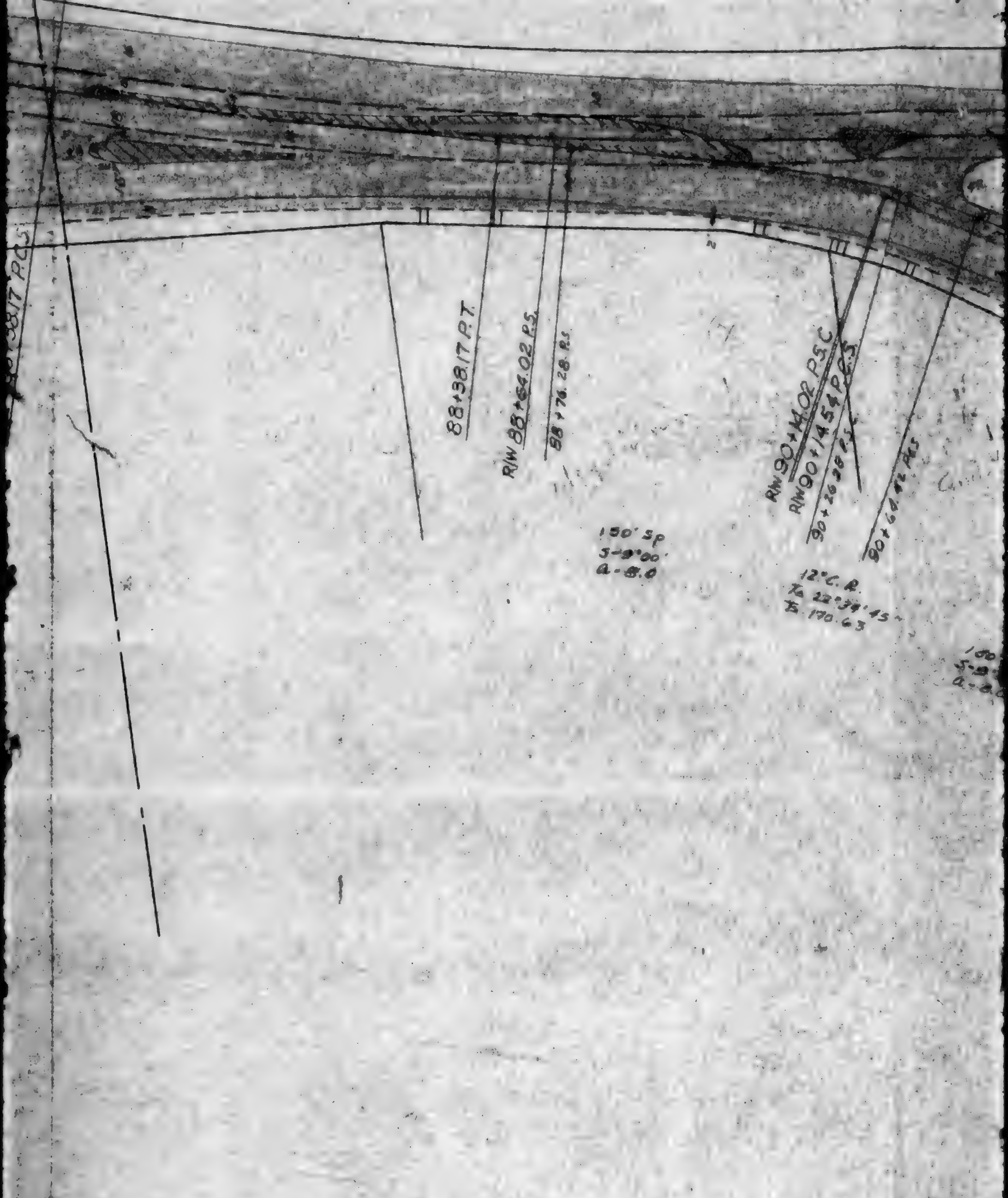

WALNUT

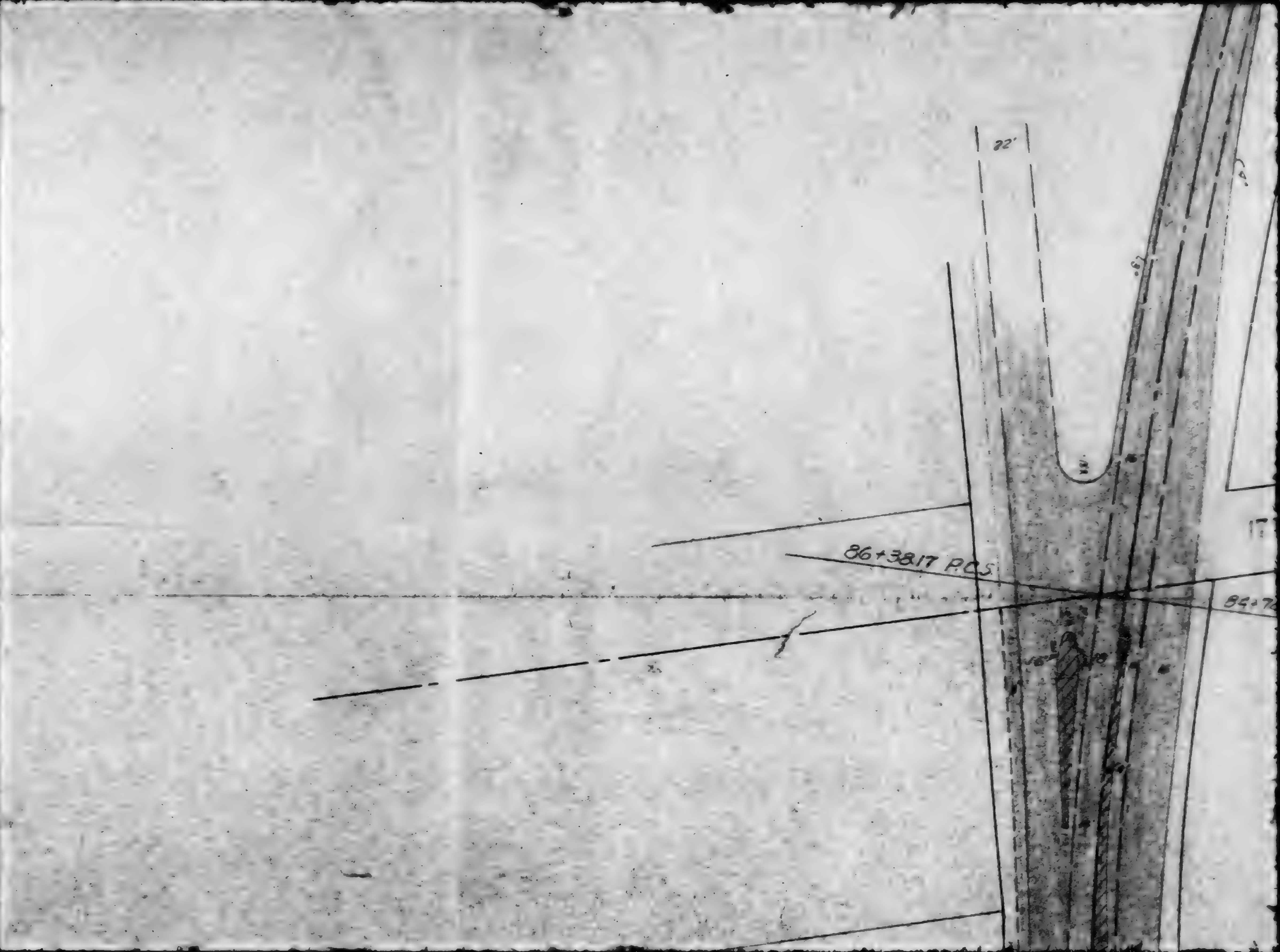

8°
"Type "C" Curb
15'R
15'R
WAY
R/W 90+14.02 P.S.C
R/W 90+14.54 P.C.S
90+26.28 P.S.C
90+64.42 P.C.S
R/W 91+64.54 P.T.
92+14.42 P.T.
92+12.39 P.O.T. 12' Lt
EQUA
12° C. R.
Δ 22°39'45"
T 170.63
1.00'54
S-10'00
a-8.0
12'
12'
WALNUT

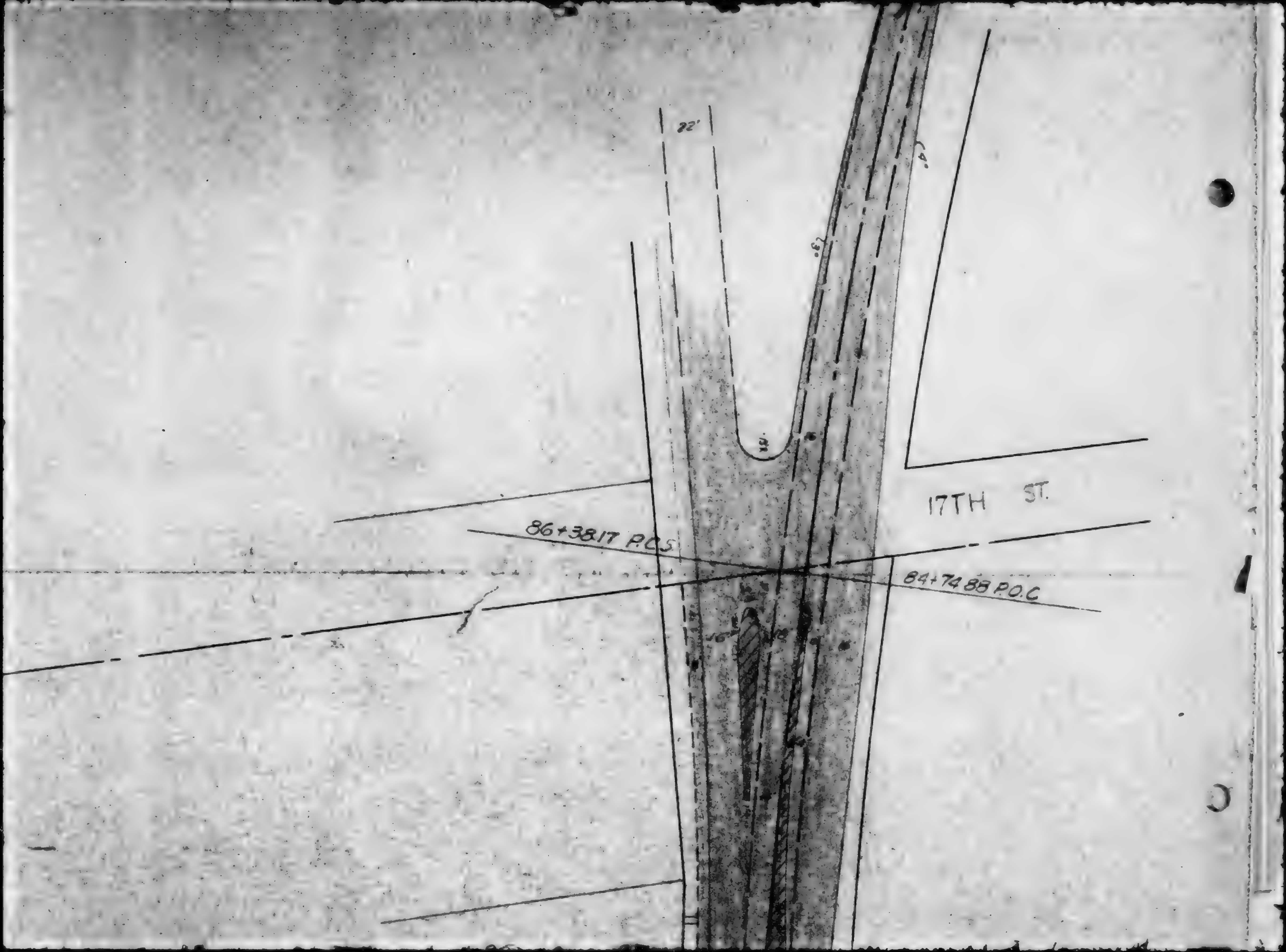

McMINNV
17
8
C2°
H
"Type 'C' Curb
4'R
15'R
15'R
WAY
12
12'
R/W 90+14.02 P.S.C
R/W 90+14.54 P.C.S
90+26.98 P.S.
90+64.42 P.C.S
R/W 91+63.54 P.T.
92+14.42 P.T.S
92+12.39 P.O.T. 12' Lt
12° C.R.
Δ 22°39'45"
T 170.63
100.51
S=9°00'
a=8.0
EQUA
WALNUT

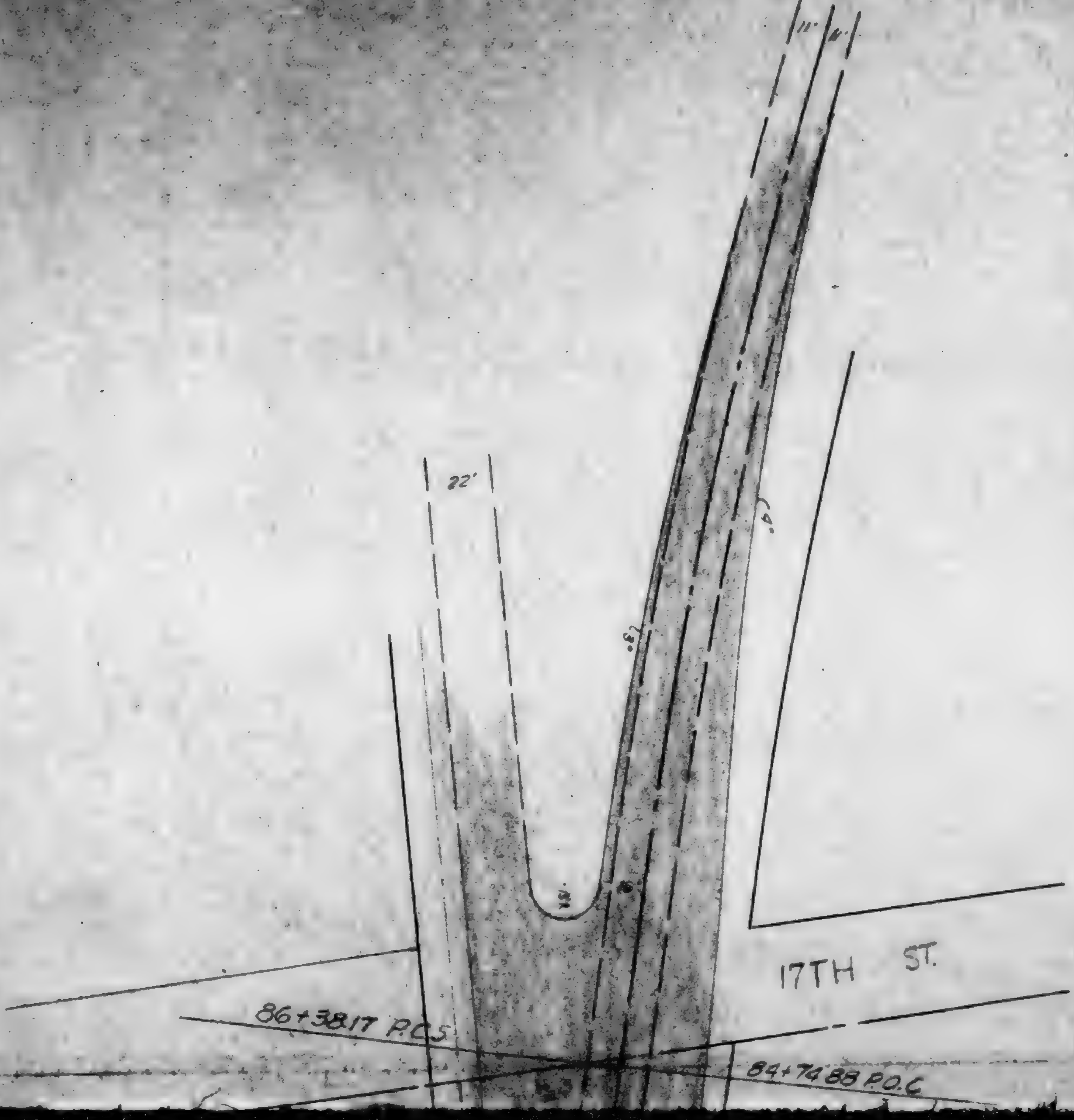


17
8
C.P.
"Type C" Curb
88+38.17 P.T.
R/W 88+64.02 P.S.
88+76.28 P.S.
R/W 90+14.02 P.S.C.
R/W 90+14.54 P.C.S.
90+26.98 P.S.
90+66.86 P.S.
R/W 91+16.54 P.T.
92+14.48 P.T.
92+12.39 P.O.T.
180' Sp
12° C.R.
Δ 22°34'45"
T 170.63
150' Sp
BOVA


38.17 P.C.S
88+38.17 P.T.
R/W 88+64.02 P.S.
88+76.28 P.S.
R/W 90+14.02 P.S.C
R/W 90+14.54 P.C.S
90+26.28 P.S
90+64.42 P.C.S
150' Sp
S-9°00'
a-8.0
12° C.R.
Δc 22°39'45"
Ts 170.63
150
S-9
a-8.0


86+3817 P.C.S
86+7


22'
4°
3°
17TH ST.
86+38.17 P.C.S.
84+74.88 P.O.C
16'


11'
8'
22'
4°
3°
15'
17TH ST.
86+38.17 P.C.S
84+74.88 P.O.C

RECEIVED

RECEIVED
DEC 3 1956
FOR FILING

U-122(10)

4835

November 30, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 26, 1956, on Contract No. 4835, 17th St.-Cozine Creek (Adams St., McMinnville) Section, in Yamhill County, in connection with Federal Aid Project No. U-122(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. W. Stiffler
Asst. State Highway Engineer

[illegible]:ia

RECEIVED
NOV 26 1956
FOR FILING

4-122(10)

4835

November 26, 1956

Perkins Bros.
10324 N. E. Halsey Street
Portland, Oregon

Gentlemen:

In connection with the Adams Street contract in McMinnville, on which you were the successful bidder November 8, we have received a letter from the State Industrial Accident Commission stating that your firm appears to be delinquent in filing of payroll reports and making remittance for contributions from July 1 to October 31, 1956.

This letter is written merely to advise you of their statement and to call to your attention that under the provisions of the McMinnville contract, you will be expected to conform to the requirements of the Workman's Compensation Act when the contract is awarded to you.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:lm

cc: R. G. Savage (SIAC)

RECEIVED
NOV 20 1956
FOR FILING

11-122

[illegible]

November 19, 1956

Mr. Eugene E. Marsh
City Attorney of McMinnville
City Hall
McMinnville, Oregon

Dear Sir:

Reference is made to your letter of November 2 concerning the connections of 13th and 14th Streets to the relocated Adams Street in the city of McMinnville. We have changed our plans to provide for concrete sidewalks extending across the driveway areas as requested in your letter.

The State will bring the curbs which are being constructed on Adams Street to the property line for the street entrances at 13th and 14th Streets and will pave to this right-of-way line. From this right-of-way line to the easterly line of Adams Street as it now exists, we will grade and place a gravel surfacing comparable to the surfacing on the remainder of 13th and 14th Streets westerly from Adams Street.

These connections, however, will go across private property, and it will be necessary that the City have title to the street extension before we can do this work. I have heard that the vacation proceedings for the existing Adams Street is tied in with the acquiring of right of way for the extension of 13th and 14th Streets, but I bring this up at this time for the reason that it will be necessary that we have this right of way for the extensions before we enter onto the property.

We have a permit of entry from Mr. Grow covering the work on the highway itself which will enable us to proceed immediately with the awarding of the contract. We have not reached agreement with him as to the cost of the property and it may be that this will have to be done by condemnation.

Very truly yours,

W. C. Williams
State Highway Engineer

Mr. G. S. Paxson
cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. R. L. Porter
Mr. C. G. Swenson
GSP:gm fn

FORM 530—50M—2-55—82996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1956

SUBJECT: Assignment #88

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Adams Street, 17th Street-Cozine Creek (McMinnville) Section of the Pacific Highway in McMinnville.

Two copies of the agreement have been signed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are two copies of a letter transmitting the agreements which contains two qualifications. The qualification relating to sidewalks has already been taken care of by the Construction Division. In connection with opening 13th and 14th Streets through to the highway, Mr. Edwards, Construction Engineer, advises that he has no objections to this proposal providing our work is confined to providing curb returns and paving to the right-of-way line. The city should obtain right-of-way and open the streets from Adams Street to the highway. If satisfactory, it is suggested you advise Mr. Marsh, McMinnville City Attorney, of this by letter.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

J. A. JONASSON
MAYOR
E. E. MARSH
CITY ATTORNEY

WILLIAM A. ZOSEL
CITY RECORDER

FRANK WORTMAN
CITY TREASURER
R. D. BRIXEY
CHIEF OF POLICE

City of McMinnville

McMINNVILLE, OREGON

November 2, 1956

REFERRED TO
BY SECRETARY

Oregon State Highway Department
Salem, Oregon

Gentlemen:

At the request of the Honorable J. A. Jonasson, Mayor of the City of McMinnville, I am forwarding to you the agreement, in duplicate, between the State Highway Commission and the City of McMinnville relating to the construction of a one-way couplet through McMinnville, Oregon.

This agreement was approved by Ordinance No. 2657 adopted by the Council and approved by the Mayor at a Council meeting held last evening and you will find two certified copies of the Ordinance enclosed. Pursuant to this Ordinance the Mayor and Recorder have executed the agreement in behalf of the City of McMinnville.

The City is requesting that all sidewalk portions of all private driveways or drive crossings between engineer's stations 92+60 and 126+50, (from Walnut Way to Second Street) be made of Portland cement concrete. The Council does not want these sidewalks to be made of asphaltic pavement. The Council also feels that Adams Street between 12th and 14th Streets should be vacated and that entrances to the relocated Adams Street be provided for both 13th and 14th Streets. The City has withheld the initiation of vacation proceedings until such time as you requested it, which request was contemplated after you had acquired the right of way from P. M. Grow. With these two exceptions, the agreement is satisfactory.

Very truly yours,

Eugene E. Marsh

EUGENE E. MARSH
City Attorney

McMinnville
The Walnut City

RECEIVED
NOV - 5 1956
ENGINEER
[illegible]

RECEIVED
NOV 5 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 12 1956

~~FOR FILING~~
11-122 ([illegible])

4835

November 16, 1956

Perkins Bros.
10324 N. E. Halsey St.
Portland, Oregon

Gentlemen:

The State Highway Commission on November 8, 1956, accepted your proposal for grading and paving on 17th Street-Cozine Creek (Adams St., McMinnville) Section of the Pacific Highway West (southbound) in McMinnville, in Yamhill County for the sum of $222,778.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4835.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: R. G. Savage (SIAC)
Tom Edwards
S. H. Probert

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

NOTED
J. Mc C.

MESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 16, 1956
11:20 A. M.

Perkins Bros.
10324 N. E. Halsey St.
Portland, Oregon

Contract for grading and paving 17th Street-Cozine Creek (Adams Street, McMinnville) Section of Pacific Highway West (southbound) in McMinnville, Yamhill County, for which you submitted low bid on Nov. 8, 1956, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
NOV 20 1956
ORE
STATE H[illegible]SION

REFERRED TO
Sup
Robert
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1956
~~FOR~~ FILING

OREGON DISTRICT
U-122 (10)
4835

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Cooper

08-35

November 16, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project U-122 (10), 17th Street-Cozine Creek (Adams Street, McMinnville) Section, Pacific Highway West, we hereby concur as of this date in award of contract No. 4835 to Perkins Bros. of Portland, Oregon, low bidder in the amount of $222,778.50 at the November 8, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
NOV 20 1956
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1956
FOR FILING
U-122(10)
4855
08-35

j. Co

November 16, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-122(10), 17th St.-
Cozine Creek (McMinnville) Sec.,
Pacific Highway West

Dear Sir:

P. S. and E. for the above project were approved by this office on October 24, 1956. The Division office, following a review of the plans, has expressed some concern about the proposed layout for the intersection at the northern terminus of the project.

A memorandum from the Division office, under date of November 15, is quoted in part as follows:

> "It appears that channelization should be provided to define the movements, especially to and from Baker Creek Road. The 'U' turn slot opposite Station 88+50 on Baker Street appears undesirable. This movement is provided for by Walnut Way and 17th Street. Channelization along the lines shown in our attached sketch should be satisfactory."

We believe that some revision along the lines suggested by the Division office would be desirable. It is requested that consideration be given to making, during construction, any such changes that may be found feasible.

Very truly yours,

C. G. POLK
District Engineer

Encl.

Original referred
to Tom Edwards
by Forrest Cooper
with request "Please
handle"

(copy to Mr. Prudent)

A

RECEIVED
NOV 19 1956
FOR FILING

U-122 (10)

4835

November 16, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the 17th Street-Cozine Creek (Adams St., McMinnville) Section of the Pacific Highway West in Yamhill County, Project No. U-122(10), to Perkins Bros. of Portland, Oregon, on the basis of the bid of $222,778.50 submitted on November 6, 1957.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMP:ia

file

RECEIVED
NOV 19 1956
FOR FILING

11-122(1b)

4795

MISC. CONTRACTS and AGREEMENTS No. 1797

Salem, Oregon
November 16, 1956

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attached hereto is a conformed copy of an agreement with the City of McMinnville covering the construction of a one-way couplet on the 17th Street=Cozine Creek Section of the Pacific Highway West in the City of McMinnville.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, McMinnville, Oregon.

Secretary

rn
Attach: 1

RECEIVED
NOV 19 1956
FOR FILING
11-122 (40)

4835

November 16, 1956

Mr. Wm. A. Zosel, City Recorder
City Hall
McMinnville, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of McMinnville covering construction of a one-way couplet on the 17th Street-Cozine Creek Section of the Pacific Highway West in the Cityof McMinnville.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
NOV 2 1956

FOR FILING
11-123 (10)

4835

November 1, 1956

88
45
6595 W
5102 W

Mr. Glenn Jacob
Yamhill County Engineer
Courthouse
McMinnville, Oregon

Dear Sir:

The state highway department wishes to use the section of county road shown in red on the attached map as a haul road for material used in the construction of the 17th Street-Cozine Creek (Adams Street, McMinnville) section of the Pacific Highway West.

The highway department will maintain the section of road in a satisfactory manner during the period of use and will restore it to a condition at least equal to its original condition upon completion of the haul.

If these arrangements are satisfactory to the county, please indicate as much by letter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

JFH:mm

cc: C. G. Swenson

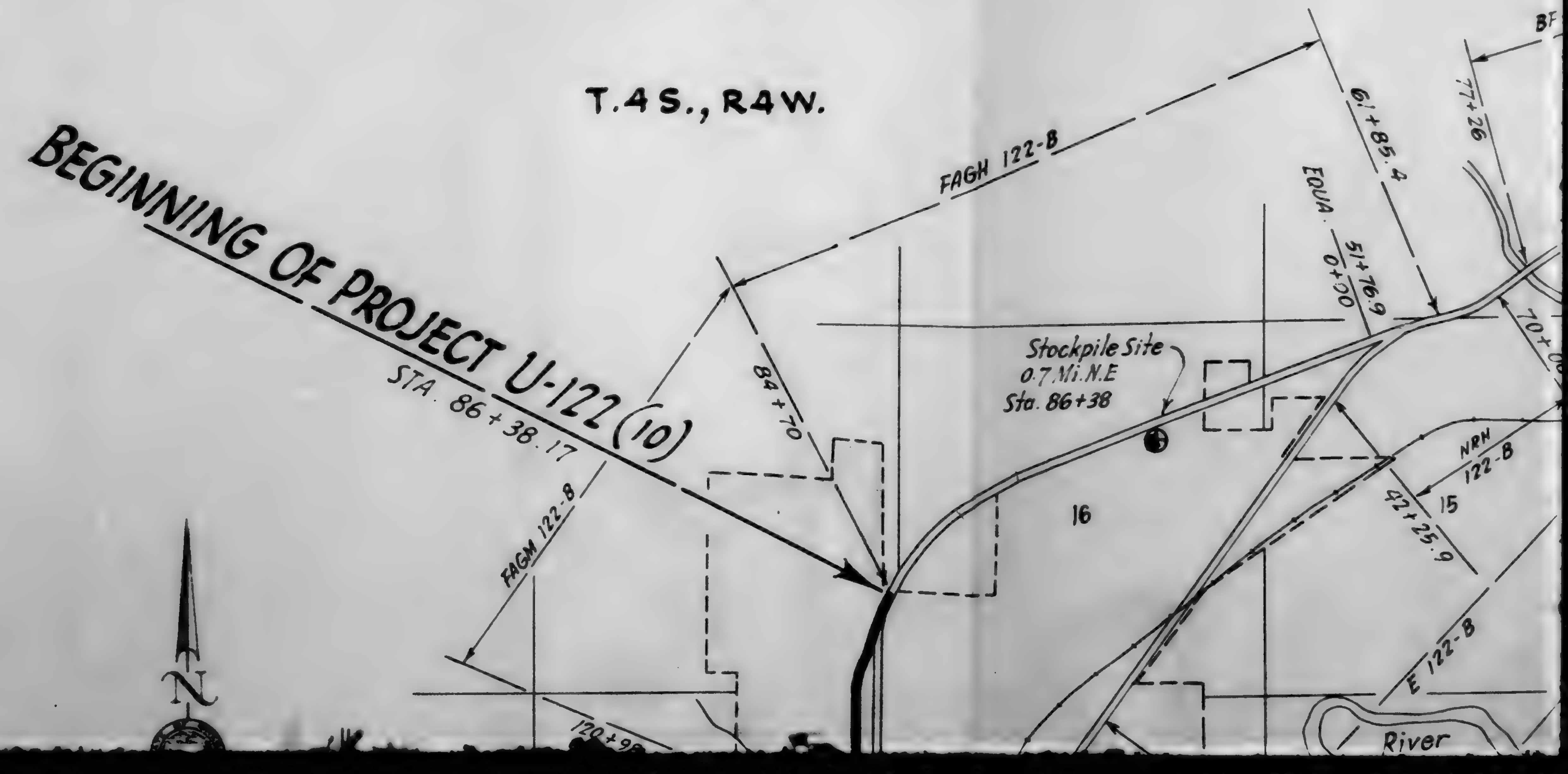
GRADING & PAVING

17TH ST.-COZINE CR. (ADAMS ST., McMINNVILLE) SECTION

PACIFIC HIGHWAY WEST (SOUTHBOUND)

YAMHILL COUNTY

NOV., 1956


T.4S., R4W.
BEGINNING OF PROJECT U-122 (10)
STA. 86+38.17
FAGH 122-B
FAGM 122-B
84+70
61+85.4
EQUA. 51+76.9 / 0+00
77+26
BF
Stockpile Site
0.7 Mi. N.E
Sta. 86+38
16
15
NRH 122-B
42+25.9
70+00
E 122-B
120+98
River
N

GRADING & PAVING

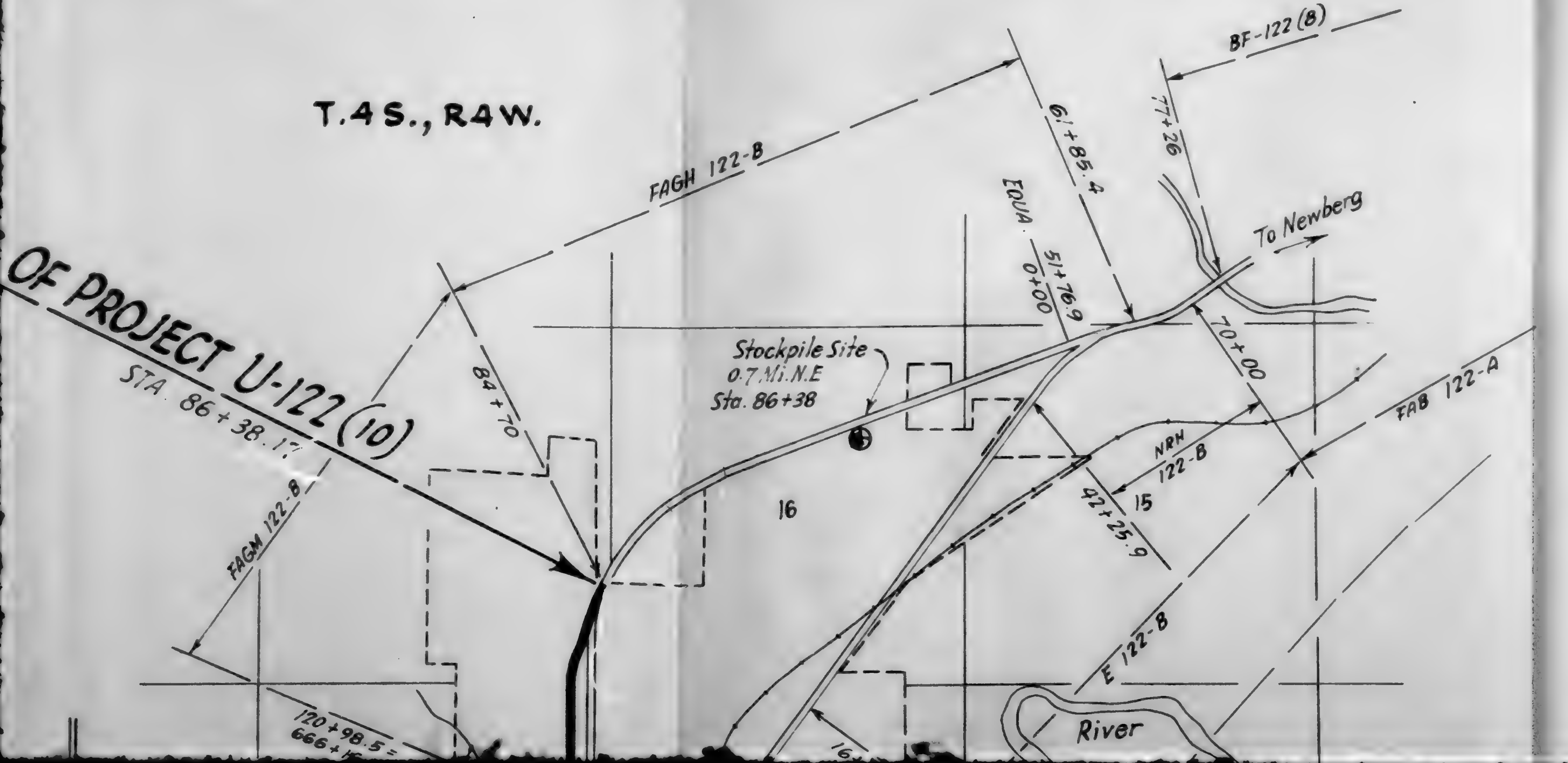
COZINE CR. (ADAMS ST., McMINNVILLE) SECTION

PACIFIC HIGHWAY WEST (SOUTHBOUND)

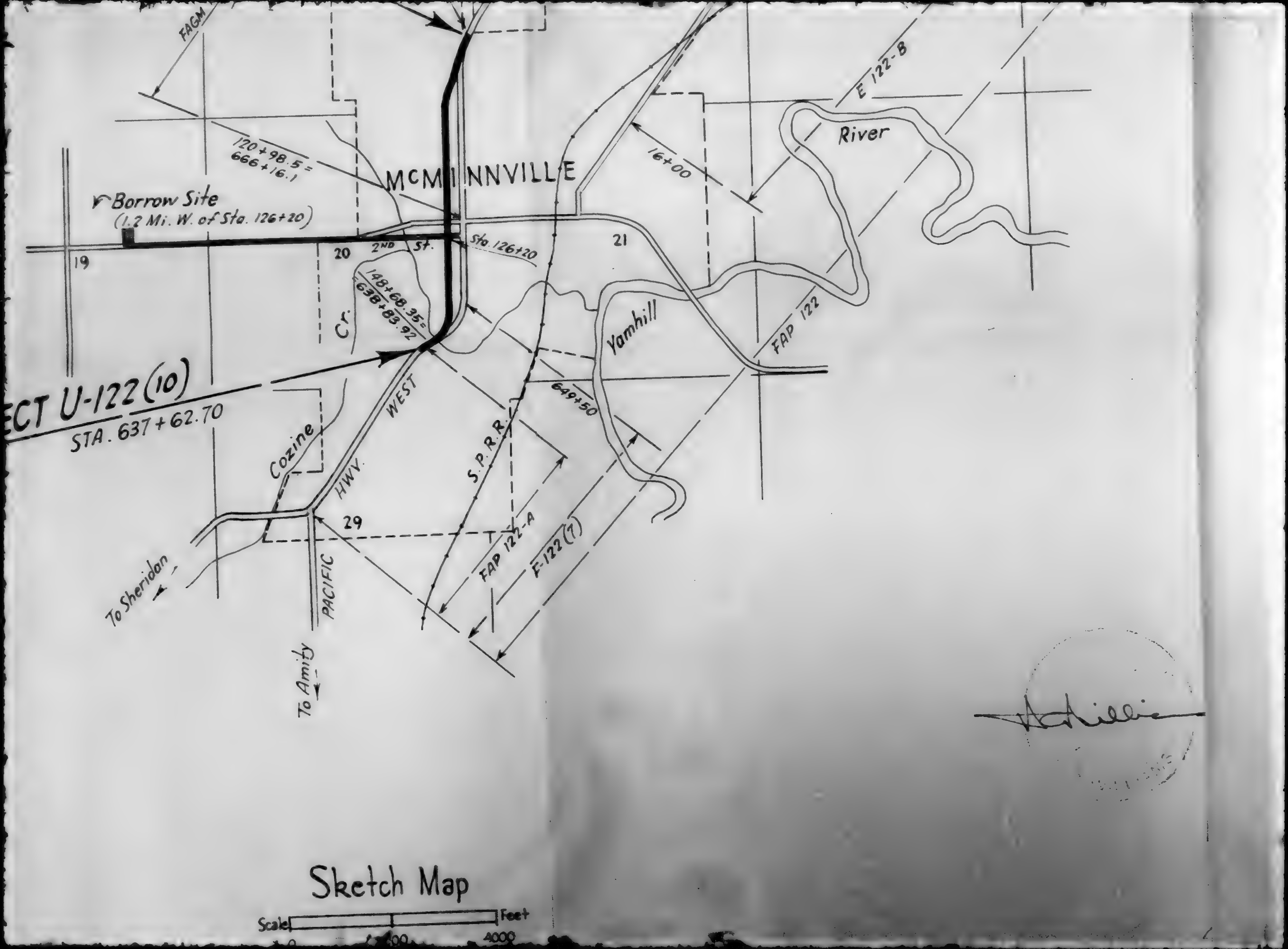
YAMHILL COUNTY

NOV., 1956

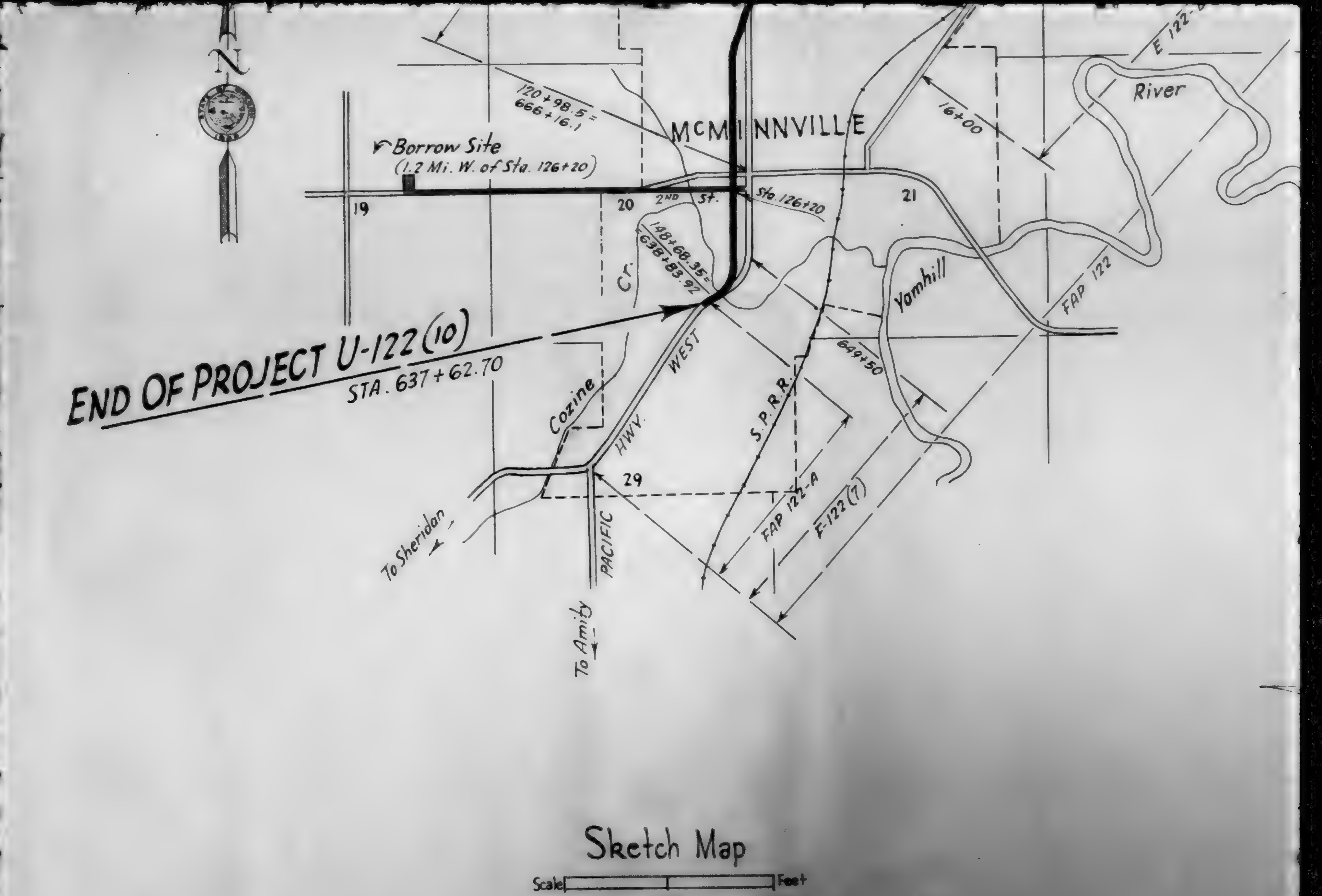
T.4S., R4W.



OF PROJECT U-122(10)
STA. 86+38.17
FAGM 122-B
120+98.5=
666+
84+70
FAGH 122-B
61+85.4
EQUA. 51+76.9
0+00
77+26
BF-122(8)
To Newberg
70+00
Stockpile Site
0.7 Mi. N.E
Sta. 86+38
16
15
NRH
122-B
42+25.9
FAB 122-A
E 122-B
River


FAGM
120+98.5=
666+16.1
McMINNVILLE
Borrow Site
(1.2 Mi. W. of Sta. 126+20)
19
20
2ND St.
Sta. 126+20
21
148+68.35=
638+83.92
Cr.
ECT U-122(10)
STA. 637+62.70
Cozine
HWY.
WEST
PACIFIC
29
To Sheridan
To Amity
S.P.R.R.
FAP 122-A
F-122(7)
649+50
Yamhill
River
16+00
E 122-B
FAP 122
Scale
Feet
2000
4000

Sketch Map



Sketch Map

N
END OF PROJECT U-122 (10)
STA. 637 + 62.70
Borrow Site
(1.2 Mi. W. of Sta. 126+20)
McMINNVILLE
120+98.5 =
666+16.1
148+68.35=
638+83.92
Sta. 126+20
2ND St.
19
20
21
29
Cr.
Cozine
HWY. WEST
PACIFIC
To Sheridan
To Amity
S.P.R.R.
FAP 122-A
F-122 (7)
649+50
Yamhill
River
FAP 122
E 122
16+00
Scale
0
2000
4000
Feet

FORM E30—50M—2-55—62986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1956

SUBJECT: Haul Road, Yamhill County
17th Street-Cozine Creek Project
Pacific Highway West
(Adams Street, McMinnville)

To: Mr. G. S. Paxson ✓
OFFICE

Attached is a suggested letter to Mr. Glenn Jacob, Yamhill County Engineer, relative to use of a section of county road as a haul road for the subject named project. Mr. Walker has discussed this matter with Mr. Jacob and has his approval subject to receipt of the suggested letter.

John F. Hagemann
John F. Hagemann
✓ Asst. Engr., County and City Relations

JFH:mm
Att.

RECEIVED
NOV 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 13 1956
FOR FILING

11-122(10)

4535

file

file

08-35

October 24, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project U-122(10), 17th Street-Cozine Creek (Adams Street, McMinnville) Section, Pacific Highway West. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

Original to
Mr. Probert

RECEIVED
OCT 2 1956

~~FOR FILING~~
11-123 (M)

4835

October 1, 1956

McMinnville

6595
5702
45

Mr. C. H. [illegible], District Engineer
Bureau of Public Roads
[illegible] State Highway Building
Salem, Oregon

Dear Sir:

Under the date of July 18, 1956, Mayor Crow of McMinnville was notified of the Highway Commission's proposal to improve Adams Street and establish a one-way street couplet for the route of the Pacific Highway West in McMinnville. This notice was given in conformance with state law ORS 373.015 which provides that before any change of a highway within a city is made notice shall be given and opportunity for a public hearing with reference to the change shall be afforded. The law provides that requests for the hearing shall be made within ten days after the notification if a hearing is desired.

Since no reply had been received to our notification of July 18, 1956, a follow-up letter was sent on September 19, 1956, requesting a reply to the original notification. A copy of this letter is attached.

On September 25, 1956, the City Attorney replied stating that he had been instructed by the City Council to reply to the September 19, 1956 letter stating that there seems to be no demand for a public hearing.

The State Highway Department has considered the economic effects of the project in adopting this location.

In our opinion, this procedure complies with the requirements of your PPM 20-8.

Very truly yours,

W. C. Williams
State Highway Engineer

Att.

[redacted]

cc: Forrest Cooper
S. H. Probert
H. B. Glaisyer
J. W. Cattrall

RECEIVED
SEP 21 1956
FOR FILING
U-122 (10)

4825

mdl

Salem, Oregon
Sept. 20, 1956

17th St.-Cozine Creek Section
(McMinnville)

Mr. Virgil O'Neil
Assistant Office Engineer
Building

It is requested that you add $4100 to the authorization for the subject job for seeding, mulching and refertilizing right of way slopes to control surface erosion and also for installation of an irrigation system in the median island and seeding to grass. It is contemplated that this work will be accomplished either by State Forces under the supervision of the Landscape Engineer or by the contractor on price agreement.

Forrest Cooper
Deputy State Highway Engineer

cc Mr. J. D. Walker
Mr. M. H. Astrup

RECEIVED
AUG 13 1956
FOR FILING

U-122(9)

#55

August 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Federal-aid Urban Highway Program, it is our desire to contruct the grading and paving of Adams Street in McMinnville which is located one block west of Baker Street, the present route of the Pacific Highway West, through the city. This improvement will result in a one-way couplet using Baker Street for northbound traffic and Adams Street for southbound. The proposed improvement extends from the north city limits to a connection with the present highway near Cozine Creek. The section, approximately from Cozine Creek south was improved under Project No. F-122(7), Primary Program Item No. 46. The improvement on Adams Street will provide two 12-foot travel lanes and two 8-foot parking lanes. The existing facility on Baker Street is a 22-foot high type pavement with 8 foot shoulders on the north 0.25 mile portion. The remainder is a 40 foot high type pavement with curbs. The resulting improvement on Baker Street will provide four 12-foot traffic lanes except on the north 0.25 mile section where the northbound lanes will be 11 feet in width.

The project connects at the north end to a 22-foot high type pavement with 8 foot shoulders, improved under Project No. 122-C. Adjacent to the south end the existing asphaltic concrete pavement is 44 feet in width.

Program information for the project is as follows:

Item No.	55
County	Yamhill
Project No.	U-122(9)
Federal-aid Route No.	9
State Route No.	US-99W
Termini	North city limits of McMinnville to north end F-122(7)

Construction Cost:	
Total Cost	$264,000
Federal Funds	158,000
State Funds	106,000
Other Funds	- -
Project Totals:	
Total Cost	$264,000
Federal Funds	156,000
Length	1.20 miles
Character of Proposed work	Grade and Drain 4-lane high type pavement (2-new plus 2 existing lanes) 1 Bridge (25')

Traffic volumes are as follows:

	1955 Data	1975 Data
ADT	8,000	16,000
Per cent commercial	11%	11%
30th Peak Hour		2,200

Very truly yours,

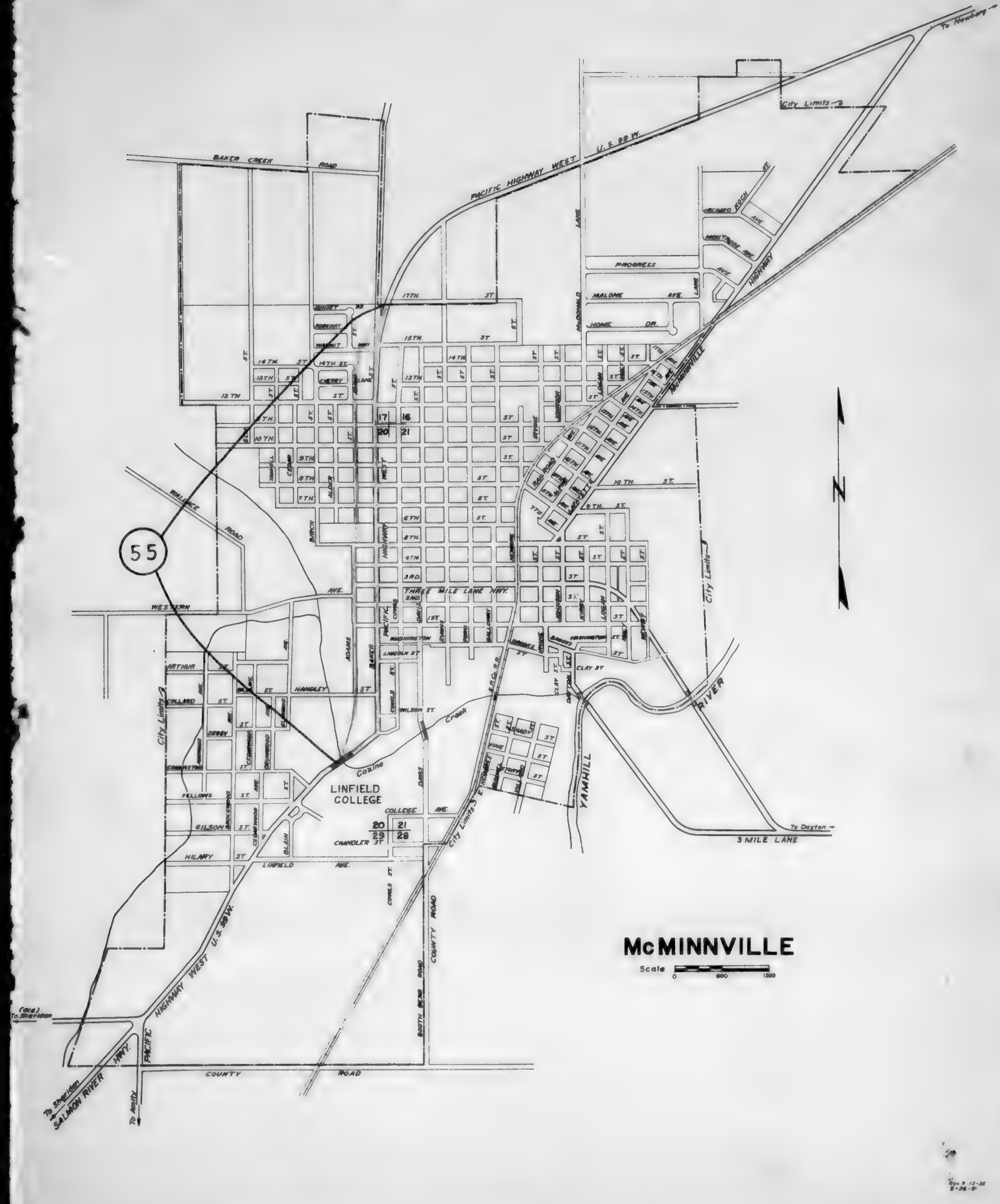
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:la

Map to accompany
Oregon Federal-Aid [illegible]an Highway
Program Item [illegible]o. 55


McMINNVILLE
Scale
0
600
1200
55
To Newberg
City Limits
PACIFIC HIGHWAY WEST U.S. 99 W.
BAKER CREEK ROAD
PROGRESS
MALONE AVE.
HOME DR.
17TH ST.
15TH ST.
14TH ST.
13TH ST.
12TH
10TH ST.
9TH
8TH
7TH ST.
6TH ST.
5TH ST.
4TH
3RD
2ND
1ST
THREE MILE LANE HWY.
WASHINGTON
LINCOLN ST
WESTERN AVE.
WALLACE ROAD
ARTHUR
HANDLEY ST
COLLEGE
FELLOWS
GILSON ST.
HILARY ST.
LINFIELD AVE.
LINFIELD COLLEGE
COLLEGE AVE.
CHANDLER ST
WILSON ST.
CLAY ST
Cozine Creek
S.P.R.R.
YAMHILL RIVER
To Dayton
3 MILE LANE
COUNTY ROAD
BOOTH BEND ROAD
PACIFIC HIGHWAY WEST U.S. 99 W.
SALMON RIVER HWY.
To Sheridan
(Old) To Sheridan
To Amity
17
16
20
21
20
21
29
28
N

RECEIVED
JUL 23 1956
FOR FILING

H-122 (101)

4595

July 23, 1956

6595
5702
45

Mr. Lester Adams
329 South Adams Street
McMinnville, Oregon

Dear Sir:

In reply to your letter of July 2, advise that we have carefully investigated your request that the grade line in front of your property on the proposed Adams Street improvement in McMinnville be changed so that there would be a cut of two to three feet in front of your property. Our investigation indicates that the grade line as now laid is the best for all concerned, and, while some cutting in front of your property might be beneficial to you, it would be damaging to other property and interfere to some extent with Hanley Street, which will cross the grade as we now have it without change.

After such consideration as mentioned above, we must decline your request for a change in grade.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me fn

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1956

SUBJECT: Adams St., McMinnville
Pacific West

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Office

NOTED
W. C. WILLIAMS

With reference to your assignment #6595, I am attaching a report from D. J. Barbee.

We have checked the design and find we have good reason to not cut in front of the Edmund property.

L. H. Young
L. H. Young
Asst. Construction Engineer

LHY:ep

Attach.

RECEIVED
JUL 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—80M—11-50—90234

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17th, 1956

SUBJECT: Adams Street in McMinnville

To: Mr. Forrest Cooper
Construction Engineer
Office

Attention: Mr. L. H. Young

Reporting on Assignment No. 6595 from Mr. Williams relative to attached letter from Mr. Lester Adams of McMinnville.

Mr. Adams' property is on the west side of the Adams Street line in McMinnville and adjacent to Hanley Street.

The attached section shows that we will have an approximate 2-foot embankment in front of Mr. Adams' property with about 1 foot across the street in front of the Edmund property. This section of the line is on a hump vertical and at first glance it would seem peculiar to place an embankment on top of a hump.

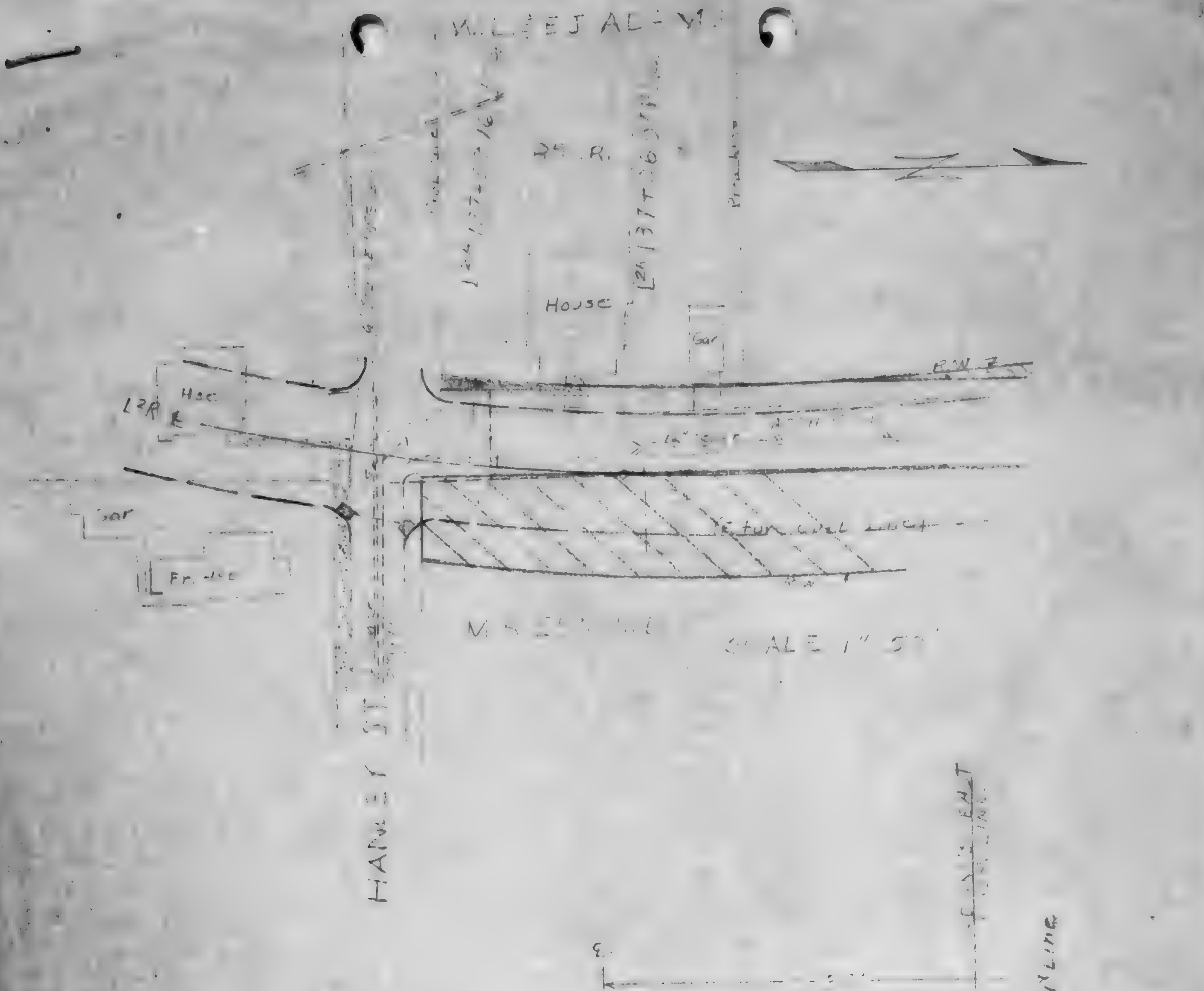
I discussed this matter with Victor Wolfe who made the location. It was his opinion that while there was an embankment in front of Mr. Adams' property, this profile fit the general conditions and met the houses north of Mr. Adams' property better than a lower grade line would.

It is also true that if the profile is lowered Hanley Street would have to be regraded to the east with a chance of change of grade damages to the Perry and Edmund properties.

Am attaching a section of the map and profile.

D. J. Barbee
D. J. Barbee
Urban Engineer

Attach.



House
Gar
Hse
L2R ℄
Gar
Fr.
R.W.
HANEY ST
SCALE 1" 50'
℄
20
5'
R/W LINE
L2R 137+67
R/W
L2R 137+50
R/W
House
L2R 137+
R/W
L2R

329 South Adams St. McMinnville, Ore
July 2, 1956

NOTED
W. C. WILLIAMS

Mr. R.H. Baldock, Highway Department
Salem, Oregon.

Dear Sir:

When the survey was being made on this street I was told by a representative of your department that the Department would like to cut two or three feet in front of my place in the establishment of the grade but that Mr. Ray Edmonds, who lives in front of me made objection to any removal of ground on his property.

After the deal was all completed I talked with Mr. Edmonds upon two or three occasions and each time he told me he had no objection to cutting down two or three feet, which would be very agreeable to me, and I have talked with other property owners in the vicinity and no one objects to such moving of dirt from property sold the State by each of these property owners.

It would seem to me that since filling is needed for near by low places in the proposed street that it would be a good thing for the Highway Department also.

My own property would be much less damaged by the street , if and when it is built , by cutting down in front of my property. I wish you would have your representatives address themselves to this matter at such a time as is best so that when the work is begun it will not be too late to consider the matter.

Thanking you for this assistance, I am,

Yours very truly

Lester Adams
Lester Adams

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
JUL 5 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—30M—11-55—80334

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1956

SUBJECT: Adams Street, McMinnville
Pacific Hwy. West

To:

Mr. G. S. Paxson
Assistant State Highway Engineer

Office

I am forwarding herewith seven copies of a sketch map on which is shown in red the proposed construction on Adams Street to form a couplet for the route of the Pacific Highway West through the town.

This is for the purpose of notifying the City so they may register objections to the plan if so inclined.

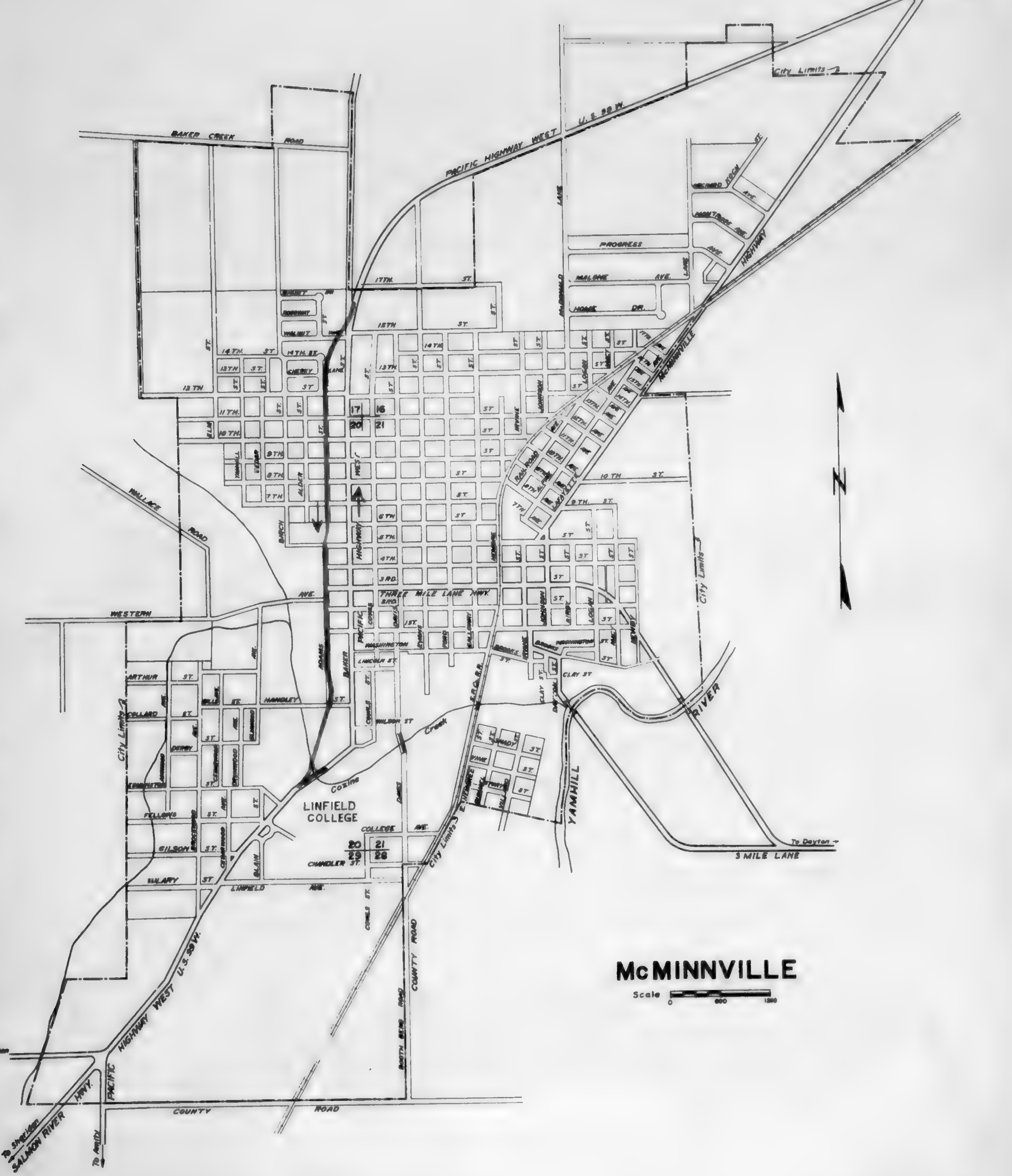
L. H. Young
L. H. Young
Asst. Construction Engineer

LHY:ep

Attach.

RECEIVED
JUL 17 1956
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JUL 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER



McMINNVILLE

Scale
0
600
1200
To Newberg
City Limits
PACIFIC HIGHWAY WEST U.S. 99 W.
BAKER CREEK ROAD
PROGRESS
MALONE AVE.
HOME DR.
MONTROSE AVE.
KOCH AVE.
HIGHWAY
McMINNVILLE
17TH ST.
15TH ST.
14TH ST.
13TH ST.
11TH ST.
10TH ST.
9TH
8TH
7TH
6TH
5TH
4TH
3RD
2ND
1ST
17
16
20
21
PACIFIC HIGHWAY WEST
THREE MILE LANE HWY.
WALLACE ROAD
WESTERN AVE.
ELM
BIRCH
ALDER
EVANS
FORD
DAVIS
LOGAN
IRVINE
KIRBY
BAKER
ADAMS
WASHINGTON
LINCOLN ST.
ARTHUR ST.
COLLARD ST.
HANDLEY ST.
WILSON ST.
CLAY ST.
YAMHILL
RIVER
S.P.R.R.
Cozine Creek
LINFIELD COLLEGE
COLLEGE AVE.
CHANDLER ST.
FELLOWS ST.
GILSON ST.
ULARY ST.
LINFIELD AVE.
20
21
29
28
COUNTY ROAD
To Dayton
3 MILE LANE
(Old) To Sheridan
To Sheridan
SALMON RIVER HWY.
To Amity
COUNTY ROAD
N

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, construct, improve, and maintain the McMinnville (Adams Street) Section of the Pacific Highway West; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said McMinnville (Adams Street) Section of the Pacific Highway West, fee simple title to certain parcels of real property. The said parcels of real property needed and required, or which in the best interest of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the relocation, construction, improvement and maintenance of the said McMinnville (Adams Street) Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in

RESOLUTION

WHEREAS, by virtue of the laws of the State of Oregon, as set forth and defined in Oregon Revised Statutes, the State Highway Commission is authorized and empowered to acquire by purchase, agreement, donation, or by the exercise of the power of eminent domain, real property, or any right or interest therein, including any easement or rights of access, deemed by the Highway Commission necessary for highway purposes, to wit: For rights of way, either for the original location of or for the widening, straightening or otherwise changing any highway, road or street; quarry sites; gravel pits; storage sites; stock pile sites; or for the acquisition or manufacture of roadbuilding materials; approach or hauling roads; connecting roads; frontage roads; highway drainage; drainage tunnels; or for the elimination or prevention of hazardous points of entry from adjacent property to state highways; or for the maintenance of an unobstructed view of any state highway so as to provide for the safety of the traveling public; and,

WHEREAS, for the purpose of providing a highway which will more adequately serve the traveling public, the Highway Commission plans and proposes to relocate, contruct, improve, and maintain the McMinnville (Adams Street) Section of the Pacific Highway West; and

WHEREAS, for the purpose of relocating, constructing, improving and maintaining the said highway, to the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, highway travel in general safeguarded, and public welfare promoted, it is the judgment of the Commission that the real properties hereinafter described are necessary.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. The Commission does hereby find and declare that there is needed and required, for the construction, improvement, betterment and maintenance of highways of the state highway system, and the relocation, construction, improvement and maintenance of the said McMinnville (Adams Street) Section of the Pacific Highway West, fee simple title to certain parcels of real property. The said parcels of real property needed and required, or which in the best interest of the State and the owners should be acquired, and the specific use to be made thereof, are more particularly described in the attached list, marked Exhibit "A", under the Commission's respective file number and the name of the record owner or reputed owner; and said Exhibit "A" is by this reference adopted and made a part hereof as completely and fully as though set forth herein in full.

2. That the relocation, construction, improvement and maintenance of the said McMinnville (Adams Street) Section of the Pacific Highway West and the highway facilities for which each of the said parcels of property is required and being taken is necessary in the public interest, and the same has been planned, designed, located, and will be constructed in a manner which will be most compatible with the greatest public good and the least private injury or damage.

3. That the Legal and Right of Way Department is directed to attempt to agree with the owners and other persons having an interest in said parcels of real property as to the compensation to be paid for the taking; and in the event that no satisfactory agreement can be reached, then the Chief Counsel is directed and authorized to commence and prosecute to final determination such suit or action as may be necessary to acquire title to said parcels of real property, or interest therein.

4. That upon the trial of any suit or action instituted to acquire the said real property, the Chief Counsel or, in his absence, any Assistant Attorney for the State Highway Commission, is authorized to make such stipulation, agreement or admission as in his judgment may be for the best interests of the State of Oregon.

5. That this resolution be entered in full in the minutes and records of the Commission this 26th day of January, 1956, as Condemnation Resolution No. __________.

R.G.

File No. 22197
Owner: Ralph S. Grow, Parnell M. Grow, and Alta E. Grow.
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the McMinnville (Adams Street) Section of the Pacific Highway West, to wit:

Parcel No. 1

A parcel of land lying in Lots 1, 2, 3, 4, 5, 6, and 7, Block 4, Sunnymeade Addition to City of McMinnville, situated in Section 17, Township 4 South, Range 4 West, W.M., Yamhill County, Oregon; the said parcel being that portion of said Lots 1 to 7 lying East of a line which is parallel to and 30 feet westerly of the center line of the Pacific Highway West as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station L2 91+64.54, said Station being 791.9 feet North and 155.1 feet East of the Northwest corner of Block 1 of Laurel Addition to City of McMinnville; thence South 35° 16' 40" West 95.12 feet; thence on a spiral curve left (the long chord of which bears South 29° 56' 40" West) 200 feet; thence on a 358.1 foot radius curve left (the long chord of which bears South 17° 42' 25" West) 19.63 feet; thence on a spiral curve left (the long chord of which bears South 5° 28' 10" West) 200 feet; thence South 0° 08' 10" West 320.71 feet to Station 100+00.

The parcel of land to which this description applies contains 24,050 square feet.

Parcel No. 2

A parcel of land lying in the John Baker Donation Land Claim No. 48, also situated in Section 17, Township 4 South, Range 4 West, W.M., Yamhill County, Oregon, said Parcel No. 2 being a strip of land bounded on the West by Block 4, Sunnymeade Addition to the City of McMinnville; bounded on the North by that tract described in that deed to Leslie L. Farnham, et ux., recorded in Book 145, Page 154; bounded on the South by that tract described in that deed to Ezra Koch, et al., recorded in Book 165, Page 134, Yamhill County Deed Records; and bounded on the easterly side by a line which is parallel to and 30 feet easterly of the center line of the Pacific Highway West as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerline Station L2 91+64.54, said Station being 791.9 feet North and 155.1 feet East of the Northwest corner of Block 1 of Laurel Addition to the City of McMinnville; thence South 35° 16' 40" West 95.12 feet; thence on a spiral curve left (the long chord of which bears South 29° 56' 40" West) 200 feet; thence on a 358.10 foot radius curve left (the long chord of which bears South 17° 42' 25" West) 19.63 feet; thence on a spiral curve left (the long chord of which bears South 5° 28' 10" West) 200 feet; thence South 0° 08' 10" West 320.71 feet to Station 100+00, containing 780 square feet.

File No. 22204
Owner: William A. Stuhlfeier
Use: The following described real property is necessary for right of way purposes for the relocation, construction, improvement and maintenance of the McMinnville (Adams Street) Section of the Pacific Highway West, to wit:

A parcel of land lying in the East half (E½) of the John G. Baker Donation Land Claim No. 48, also lying in Section 17, Township 4 South, Range 4 West, W.M., Yamhill County, Oregon, and being a portion of that property described in that deed to William A. Stuhlfeier, recorded in Book 130, Page 843, of Yamhill County Records of Deeds; the said parcel being that portion of said property lying easterly of a line which is parallel to and 30 feet westerly of the center line of the McMinnville (Adams Street) Section of the Pacific Highway West as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's centerling Station L2 86+38.17, which equals Station 84+74.88 of the Baker Street Section of the existing Pacific Highway West, said Station being 1283.26 feet North and 328.45 feet East of the Northwest corner of Block 1 of Laurel Addition to the City of McMinnville; thence on a decreasing spiral curve left through a spiral angle of 2° 30' (the long chord of which bears South 13° 31' 55" West) 200 feet; thence South 12° 41' 55" West 25.85 feet; thence on a spiral curve right (the long chord of which bears South 16° 26' 55" West) 150 feet; thence on a 381.97 foot radius curve right (the long chord of which bears South 23° 59' 17½" West) 0.52 feet; thence on a spiral curve right (the long chord of which bears South 31° 31' 40" West) 150 feet; thence South 35° 16' 40" West 95.12 feet to Station 92+59.66; said center line crossing the easterly and southerly lines of said property approximately at L2 Stations 90+47 and 92+22, respectively.

The parcel of land to which this description applies contains 0.297 acres outside of the existing right of way.

RECEIVED
DEC 30 1955
FOR FILING

U-183 (10)

4835

AGENDA
DEC 19 1955

1-B-5
1B-5

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1955

SUBJECT: AGENDA ITEM FOR DECEMBER 19-20 MEETING
Right of Way Status
City of McMinnville

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
O F F I C E

Will you please place on the next agenda the Right of Way Engineer's report on the status of right of way on the Adams Street Route in McMinnville. This was requested by Chairman Chandler at the last meeting.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

R.S.

FORM 2-123 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 17 1955
FOR FILING

Maint
Traffic
Routing

McMinnville

November 16, 1955

~~Mr. Ben R. Chandler, Chairman~~
~~State Highway Commission~~
~~P. O. Box [illegible]~~
~~Coos Bay, Oregon~~

~~Mr. Chas. H. Reynolds, Member~~
~~State Highway Commission~~
~~P. O. Box [illegible]~~
~~LaGrande, Oregon~~

~~Mr. M. K. McIver, Member~~
~~State Highway Commission~~
~~255 S. W. Broadway~~
~~Portland 5, Oregon~~

Re: Right of Way Status
Adams Street Route in McMinnville

Gentlemen:

At the last Commission meeting, you asked for a report on the right of way acquisition status on the Adams Street Route in the City of McMinnville.

There are 38 parcels of property required for this proposed project. As of this date, 33 have been settled and 5 remain unsettled. The status of the unsettled acquisitions is as follows:

File 22193 - Middleton - consisting of .305 of an acre. We have not, as yet, been able to agree with the owners as to price. We are hopeful, however, that further negotiations will prove successful.

NOTED
GLAISYER

File 22197 - Grow - consisting of .56 of an acre. We have not been able to agree with the property owner as to price and it appears, at this time, that condemnation will be necessary.

File 22202 - Henderson - consisting of .077 of an acre. We have not, as yet, been able to agree on price. However, the difference is not so great that possibly by continued negotiation the matter can be settled.

File 22203 - Nelson - consisting of .25 of an acre. This acquisition needs further negotiation. Whether or not it can be settled is rather dif icult to ascertain at this time.

File 22204 - Stuhlfeier - consisting of .21 of an acre. This acquisition is a certain condemnation.

An agent has not been actively working on this project due to the press of clearing projects for contracting, but it is anticipated that work will be resumed in McMinnville in the not too distant future.

Very truly yours,

C. W. [illegible]

By:
R. L. Porter
Right of Way Engineer

RLP/fn

cc: R. H. Baldock
H. B. Glaisyer ✓
C. W. Enfield
J. R. [illegible]

RECEIVED
NOV 8 1955
FOR FILING

11-122 (10)
4835

November 7, 1955

Mr. William A. Zosel
City Recorder
McMinnville, Oregon

Dear Mr. Zosel:

This is to acknowledge receipt of a certified copy of the resolution that was adopted by the City Council of the City of McMinnville on November 2, 1955 approving the survey and plans for the Baker Street-Adams Street One-Way Couplet for the routing of the Pacific Highway West traffic through your city.

Your courtesy in furnishing this copy is much appreciated.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RESOLUTION

WHEREAS, heretofore on October 28, 1954, the Oregon State Highway Commission adopted Survey Resolution No. 119 adopting the survey of McMinnville (Adams Street) section of the Pacific Highway West, and established a one-way couplet in the City of McMinnville, Yamhill County, Oregon; and

WHEREAS, the City Council has been heretofore apprised of said survey and has given its approval to the plans of the survey which provides for said one-way couplet in the City of McMinnville; and

WHEREAS, the Oregon State Highway Commission has requested the City Council to pass and adopt by appropriate procedure measures necessary to supplement the action of the Highway Commission in designating portions of certain streets as one way traffic streets ; now, therefore

BE IT RESOLVED that the resolution adopted by the Oregon State Highway Commission on October 28, 1954, and recorded in the minutes and records of said Highway Commission on said date as Survey Resolution, File No. 119, be and the same is hereby approved and adopted by the Council of the City of McMinnville, Oregon; and

BE IT FURTHER RESOLVED that pursuant to said resolution of the said Oregon State Highway Commission hereby approved and adopted, the following streets are hereby designated and shall be established as one-way traffic streets when the McMinnville (Adams Street) Section of the Pacific Highway West has been constructed and opened to traffic:

a. For South-Bound Traffic Only:

The surveyed route for the McMinnville (Adams Street) Section of the Pacific Highway West as described in said

Original of this resolution fildd in Survey File 119 in
Secretary's Office.

Photocopies sent to R. H. Baldock (2) (sent on 11-8-55)
J. W. Cattrall
F. B. Crandall

resolution of Oregon State Highway Commission extending from the intersection of Baker Street and the Pacific Highway West southwesterly across Walnut Way, thence southerly crossing 12th Street and continuing southerly over Adams Street and the said surveyed route between the termination and resumption of Adams Street at 5th and 6th Streets, thence continuing over Adams Street to its termination at Handley Street, thence Southwesterly over the said described surveyed route to Baker Street just southwesterly of the concrete bridge over Cozine Creek.

b. For North-Bound Traffic Only:

Baker Street from its intersection with the said described survey for the south-bound route of the McMinnville (Adams Street) Section just southwesterly of the concrete bridge over Cozine Creek in a northwesterly and a north direction to its intersection with the said described survey for the south-bound route of the McMinnville (Adams Street) Section of the Pacific Highway West near the north city limits of the city of McMinnville.

BE IT FURTHER RESOLVED that a copy of this resolution certified to by the City Recorder over the seal of the city shall be forthwith delivered to the Secretary of the Oregon State Highway Commission.

Passed by the Council this 2nd day of November, 1955.

Wm A. Zosel

Recorder of the City of McMinnville,
Oregon

STATE OF OREGON)
)
County of Yamhill)
)
City of McMinnville)

I, WM. A. ZOSEL, the duly elected, qualified and acting recorder of the City of McMinnville, Oregon, do hereby certify that the foregoing is a full, true and correct copy of the resolution adopted by the Council of the City of McMinnville at a regular adjourned meeting held November 2, 1955, and the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of McMinnville, Oregon, this 2nd day of November, 1955.

Wm Zosel

RECEIVED
AUG 16 1955
FOR FILING

11-122 (10)

4835

Salem, Oregon
August 15, 1955

Mr. F. B. Crandall
Mr. W. O. Widdows
Mr. J. D. Walker
Mr. F. W. Farrar

Attached is a copy of a resolution adopted by the State Highway Commission at its meeting on October 28, 1954 adopting the survey for the McMinnville (Adams Street) section of the Pacific Highway West and establishing a one-way couplet in the city of McMinnville upon completion and opening of this section to traffic.

R. H. Baldock

Attachment

lg

RECEIVED
AUG 4 - 1955
FOR FILING

[illegible]
[illegible]

August 4, 1955

Mr. William A. Zosel
City Recorder
City Hall
McMinnville, Oregon

Dear Mr. Zosel:

I am enclosing for your records a certified copy of Survey Resolution No. 119, adopted by the Oregon State Highway Commission on October 28, 1954, adopting the survey for the McMinnville (Adams Street) section of the Pacific Highway West, and establishing a one-way couplet at McMinnville, in Yamhill County.

Special reference is made to No. 6 in the above mentioned Resolution. Will you please furnish the material referred to therein.

Please bring this Resolution to the attention of the Mayor of McMinnville.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ig

cc: Mr. Loyd W. Crow, Mayor
City Hall
McMinnville, Oregon

RECEIVED
AUG 4 - 1955
FOR FILING

Salem, Oregon
August 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

I am attaching hereto eight copies of Survey Resolution No. 119, adopted by the Oregon State Highway Commission on October 28, 1954, adopting the survey for the McMinnville (Adams Street) section of the Pacific Highway West, and establishing a one-way couplet at McMinnville, in Yamhill County.

We have mailed a certified copy to the City Recorder of McMinnville.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ig

RESOLUTION

WHEREAS, the Pacific Highway West, a section of which highway located in Yamhill County passes through the city of McMinnville over streets selected and designated by the Highway Commission, is a part of the State Highway system; and

WHEREAS, said highway enters the city of McMinnville from the north and proceeds in a general southerly and southwesterly direction along Baker Street to the south city limits of the city of McMinnville; and

WHEREAS, for the purpose of relieving traffic congestion and to afford the traveling public a more convenient route through the city of McMinnville, the Highway Commission has found it advisable to alter the route of said highway through the city of McMinnville; and

WHEREAS, for such purposes the Highway Commission has heretofore authorized and directed the Highway Engineer to make a complete and final survey of the route and location for a south-bound route through the city of McMinnville in Yamhill County for the Pacific Highway West as part of a one-way couplet for said highway and in connection therewith to prepare maps showing the route and location of said highway through McMinnville to be known as the McMinnville (Adams Street) Section of the Pacific Highway West, and to file said reports and records with the Commission for consideration; and

WHEREAS, the engineer has completed said survey and has submitted same for approval or disapproval of the Commission; and

WHEREAS, the City Officials of the city of McMinnville have been apprised of the survey and have given their approval to the plans of the survey which provides for a one-way couplet in the city of McMinnville and have further advised the Highway Commission of the city of McMinnville's complete support and cooperation in this matter; and

WHEREAS, after due consideration of said survey, field notes and other engineering data, it is the judgment of the Commission that the same should be approved and filed.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission that:

1. The survey of the south-bound route, being the McMinnville (Adams Street) Section of the Pacific Highway West in Yamhill County, beginning at Highway Engineer's Survey Station 86+38.7, being a point on the center line of the Pacific Highway West approximately five (5) feet south of the north city limits of the city of McMinnville and extending from thence southwesterly across Baker Street and Walnut Way to a point east of the intersection of Adams Street and 14th Street, thence proceeding southerly parallel and easterly of Adams Street to 12th Street, thence crossing 12th Street and continuing in a southerly direction over Adams Street and an extension of Adams Street between the termination and resumption of Adams Street at 5th and 6th Streets, thence continuing southerly over Adams Street to a termination of said street at Handley Street, thence crossing Handley Street continuing southwesterly to intersect Baker Street just southwesterly of the concrete bridge over Cozine Creek at Highway Engineer's Survey Station 148+68.35, and being entirely located

within the city of McMinnville, Oregon, which survey, together with the reconnaissance plan and profile of said south-bound route dated November 8, 1951, the field notes and other engineering data submitted by the Highway Engineer are all hereby approved and the Highway Engineer is hereby directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. When said highway section is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. The approval and adoption of said survey shall constitute and be deemed instructions to the Highway Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real property needed for and in connection with the construction, reconstruction and improvement of the highway along and over said survey. Said approval and adoption shall also be deemed and constituted as instructions to the Legal and Right of Way Department to proceed promptly with the acquisition of right of way pursuant to the normal and approved method.

4. The route and location of the Pacific Highway West entering the city of McMinnville, as selected and designated by the State, under the authority and direction of ORS 373.010 shall be as follows:

> South-bound traffic shall enter the city of McMinnville at the north city limits of McMinnville at or near Baker Street, thence proceed in a southwesterly direction across Baker Street and Walnut Way to a point east of the intersection of Adams Street and 14th Street, thence proceeding southerly parallel and easterly of Adams Street to 12th Street, thence crossing 12th Street and continuing in a southerly direction over Adams Street and an extension of Adams Street between the termination and resumption of Adams Street at 5th and 6th Streets, thence continuing southerly over Adams Street to a termination of said street at Handley Street, thence crossing Handley Street continuing southwesterly to intersect Baker Street just southwesterly of the concrete bridge over Cozine Creek, thence southwesterly along Baker Street to the south limits of the city of McMinnville; and
>
> North-bound traffic shall enter the city of McMinnville on Baker Street at the south city limits and proceed in a general northwesterly direction over Baker Street to its intersection with Cowls Street, thence continuing northerly over Baker Street, leaving Baker Street and proceeding northwesterly just before reaching the north city limits of the city of McMinnville,

providing, however, that these above described routes shall not go into effect until the State has constructed and opened to traffic the south-bound route, being the McMinnville (Adams Street) Section hereinbefore described in paragraph No. 1 above.

5. When the afore-described south-bound route, being the McMinnville (Adams Street) Section of the Pacific Highway West, has been constructed and opened to public travel, the following streets are hereby designated and shall be established as one-way traffic streets:

a. For South-Bound Traffic Only:

The surveyed route for the McMinnville (Adams Street) Section of the Pacific Highway West as afore-described extending from the intersection of Baker Street and the Pacific Highway West southwesterly across Walnut Way, thence southerly crossing 12th Street and continuing southerly over Adams Street and the surveyed route between the termination and resumption of Adams Street at 5th and 6th Streets, thence continuing over Adams Street to its termination at Handley Street, thence southwesterly over the afore-described surveyed route to Baker Street just southwesterly of the concrete bridge over Cozine Creek.

b. For North-Bound Traffic Only:

Baker Street from its intersection with the afore-described survey for the south-bound route of the McMinnville (Adams Street) Section just southwesterly of the concrete bridge over Cozine Creek in a northwesterly and a north direction to its intersection with the afore-described survey for the south-bound route of the McMinnville (Adams Street) Section of the Pacific Highway West near the north city limits of the city of McMinnville.

Such one-way traffic shall not be put into effect or routed over the above course until the State has constructed the south-bound route, being the McMinnville (Adams Street) Section of the Pacific Highway West in Yamhill County, and opened the same to public travel.

6. The Municipal authorities of the City of McMinnville shall be requested to pass and adopt by appropriate procedure measures necessary to supplement the action of the Highway Commission so that those portions of the Streets of the city of McMinnville hereinbefore designated as "streets to be established as one-way traffic streets", shall be, when the south-bound route has been constructed and opened to public travel, converted into one-way traffic streets.

This Resolution be entered into the minutes and records of the Highway Commission this 28 day of October, 1954, as Survey Resolution, File No. 119.

5. When the afore-described south-bound route, being the McMinnville (Adams Street) Section of the Pacific Highway West, has been constructed and opened to public travel, the following streets are hereby designated and shall be established as one-way traffic streets:

a. For South-Bound Traffic Only:

The surveyed route for the McMinnville (Adams Street) Section of the Pacific Highway West as afore-described extending from the intersection of Baker Street and the Pacific Highway West southwesterly across Walnut Way, thence southerly crossing 12th Street and continuing southerly over Adams Street and the surveyed route between the termination and resumption of Adams Street at 5th and 6th Streets, thence continuing over Adams Street to its termination at Handley Street, thence southwesterly over the afore-described surveyed route to Baker Street just southwesterly of the concrete bridge over Cozine Creek.

b. For North-Bound Traffic Only:

Baker Street from its intersection with the afore-described survey for the south-bound route of the McMinnville (Adams Street) Section just southwesterly of the concrete bridge over Cozine Creek in a northwesterly and a north direction to its intersection with the afore-described survey for the south-bound route of the McMinnville (Adams Street) Section of the Pacific Highway West near the north city limits of the city of McMinnville.

Such one-way traffic shall not be put into effect or routed over the above course until the State has constructed the south-bound route, being the McMinnville (Adams Street) Section of the Pacific Highway West in Yamhill County, and opened the same to public travel.

6. The Municipal authorities of the City of McMinnville shall be requested to pass and adopt by appropriate procedure measures necessary to supplement the action of the Highway Commission so that those portions of the Streets of the city of McMinnville hereinbefore designated as "streets to be established as one-way traffic streets", shall be, when the south-bound route has been constructed and opened to public travel, converted into one-way traffic streets.

This Resolution be entered into the minutes and records of the Highway Commission this 28 day of October , 1954, as Survey Resolution, File No. 119 .

RECEIVED
JUN 23 1955
FOR FILING

11-1-2 (16)

4835

June 27, 1955

Mr. Eugene E. Marsh
City Attorney
McMinnville, Oregon

Dear Mr. Marsh:

In reply to your letter of May 18, advise that we have no objection to making a revision in the grade line of Adams Street as you request. Such changes will be incorporated in the plans for the project at such time as construction is authorized. It is to be understood that the City must approve the new grades and be responsible for grade change damage, if any.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper

WCW:me lg

FORM 530—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer

On May 18, 1955, Eugene E. Marsh, City Attorney of McMinnville, sent a letter to Mr. Wolfe, our locating engineer, requesting a minor revision of the grade on the Adams Street project between Fifth and Seventh Streets.

The revision consists of a slight lowering of the grade (approximately 1½ feet at the greatest point), which the City is requesting to better meet the street connections of the proposed new street (Sixth) to the west.

We have no objection to making the revision which I have ordered incorporated in the plans and assume that you will so notify Mr. Marsh.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:jv

Attach.

RECEIVED

DR. W. H. BARENDRICK
MAYOR
E. E. MARSH
CITY ATTORNEY

WILLIAM A. ZOSEL
CITY RECORDER

FRANK WORTMAN
CITY TREASURER
G. H. HOXIE
CHIEF OF POLICE

City of McMinnville
McMINNVILLE, OREGON

May 18, 1955

State Highway Department
Salem, Oregon

Attention: Mr. Wolf ✓

Gentlemen:

The City of McMinnville is planning on some storm sewer work that will tie in with your proposed work on Adams Street. We also propose to open Sixth Street for one block between Adams and Alder. The ground West of Adams between Fifth and Sixth Streets is quite low now and we note that your profile shows a hump in the grade line over the low point.

We plan to cross Adams Street with our storm sewer at the low point in the natural ground which would place it at your station 116 + 68 which is five feet South of the existing sanitary sewer.

In view of the above, we are requesting that you revise your profile grade between Fifth and Seventh Streets since it will better fit the surrounding area and cause our improvements to better serve the area to be assessed for the cost. We also feel there will be a lesser construction cost to you and a solving of some of your drainage problems. It will also increase the value of the property you now own on the West side of Adams Street.

We are enclosing a sketch of the suggested revision for your consideration.

Very truly yours,

Eugene E Marsh

EUGENE E. MARSH
City Attorney

RECEIVED
MAY 19 1955
OREGON
STATE HIGHWAY COMMISSION

McMinnville
The Walnut City

EEM:alg

RECEIVED
MAR 10 1955
FOR FILING

[illegible]

4385

March 9, 1955

Mr. Eugene E. Marsh
City Attorney
McMinnville, Oregon

Dear Mr. Marsh:

In reply to your letter of March 2, advise that the State Highway Department's plans for improvement of Adams Street in McMinnville provide for the installation of such necessary catch basins and inlets as will be necessary to conduct surface waters from Adams Street to the City's storm sewer system. We had been furnished a plan of the City's storm sewer system, which shows both the completed and future proposed system, and our plans are designed on the use of this system.

The project is quite costly as is, and no moneys will be provided for the storm sewer system other than for connections as indicated above.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper

WCW:me lg

ASSIGNMENT

Date: March 4, 1955 No. 5702 By wcw

Description: Letter dated March 2 from Eugene E. Marsh, City Attorney, McMinnville re contemplated improvement of Adams Street, involving State disposition of surface water.

Acknowledged by____ Referred to ✓ COOPER

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- X Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: PLEASE RETURN TO W. C. WILLIAMS

Executed 3.9.55 Report Received__________

wcw

M A. ZOSEL
RECORDER

FRANK WORTMAN
CITY TREASURER

G. H. HOXIE
CHIEF OF POLICE

cMinnville
LE, OREGON

2, 1955

PLEASE RETURN TO W. C. WILLIAMS

PLEASE RETURN TO W. C. WILLIAMS

, the City Council instructed me to
pect to the contemplated improvement
regon.

considering the installation of a storm
Streets between 7th and 11th Streets,
Adams Street. The reasons for the
stem is to separate the surface water
e becoming overloaded because of the

In planning this storm sewer system, it would be helpful to know what the State Highway Department intends to do with reference to the surface water on Adams Street. In other words, when Adams Street is improved as part of the highway, does the Department contemplate the installation of a storm sewer with catch basins on Adams Street? Whatever plans you may have in this respect may have some bearing upon the location of the storm sewer system on adjacent streets. Any information that might be helpful to the City would be appreciated.

Very truly yours,

Eugene Marsh

EUGENE E. MARSH
City Attorney

REFERRED TO
Williams
By State Highway Engineer

Please prepare answer

McMinnville
The Walnut City

DR. W. H. BARENDRICK
MAYOR
E. E. MARSH
CITY ATTORNEY

WILLIAM A. ZOSEL
CITY RECORDER

FRANK WORTMAN
CITY TREASURER
G. H. HOXIE
CHIEF OF POLICE

City of McMinnville

McMINNVILLE, OREGON

March 2, 1955

PLEASE RETURN TO
W. C. WILLIAMS

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

At its regular meeting last evening, the City Council instructed me to write you for information with respect to the contemplated improvement of Adams Street in McMinnville, Oregon.

At the present time, the Council is considering the installation of a storm sewer system on Birch and Alder Streets between 7th and 11th Streets, which area is immediately west of Adams Street. The reasons for the installation of this storm sewer system is to separate the surface water from the sanitary sewers which are becoming overloaded because of the surface water.

In planning this storm sewer system, it would be helpful to know what the State Highway Department intends to do with reference to the surface water on Adams Street. In other words, when Adams Street is improved as part of the highway, does the Department contemplate the installation of a storm sewer with catch basins on Adams Street? Whatever plans you may have in this respect may have some bearing upon the location of the storm sewer system on adjacent streets. Any information that might be helpful to the City would be appreciated.

Very truly yours,

Eugene E. Marsh

EUGENE E. MARSH
City Attorney

REFERRED TO
Williams
By State Highway Engineer

Please prepare answer

McMinnville
The Walnut City

RECEIVED
JAN 5 - 1955
FOR FILING

(1-133 310)

4835

January 4, 1955

Mr. R. T. Waggoner
City Engineer
McMinnville, Oregon

Dear Mr. Waggoner:

As requested in your letter of December 29, I am pleased to forward to you, under separate cover, plan and profile of the proposed one-way traffic routing on Adams Street in McMinnville.

We are appreciative of your offer to assist in obtaining right of way by vacation of streets, et cetera, and will be pleased to furnish you any information required for such purposes.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. H. G. Smith
Mr. J. D. Walker

(Adams Street Section
(Seventeenth St.-Cozine Creek)
July, 1954

DR. W. H. BARENDRICK
MAYOR
E. E. MARSH
CITY ATTORNEY

WILLIAM A. ZOSEL
CITY RECORDER

FRANK WORTMAN
CITY TREASURER
G. H. HOXIE
CHIEF OF POLICE

City of McMinnville

McMINNVILLE, OREGON

December 29, 1954

NOTED
W. C. WILLIAMS

State Highway Department
Salem, Oregon

Gentlemen:

Will you please furnish us with a copy of the plan and profile for the proposed re-routing of traffic on Adams Street in our city. There are several instances in which we might assist you in obtaining right of way by vacating streets and trading property, and a map is needed in order to place such matters before the council.

Very truly yours,

R. T. Waggoner
R. T. Waggoner
City Engineer

RTW/rb

McMinnville
The Walnut City

NOTED
FORREST COOPER

RECEIVED

FOR FILING

[illegible]

4835

STATE HIGHWAY COMMISSION MEETING

Delegation McMinnville Delegation

Date September 24, 1954

Time 2:00 p.m.

Name	City or Town	Capacity
Mrs. H. A. Kerr	McMinnville	Resident
H. A. Kerr	McMinnville	Resident
2. James Stanard	McMinnville	Chairman, Roads & Hwy. Committee, C. of C.
1. P. N. Bladine	McMinnville	President, Chamber of Commerce head
Clifford Elliott	McMinnville	Secty., Chamber of Commerce
Milo Wold	McMinnville	Member, City Council
Mrs. S. E. Carnes	McMinnville	Resident
R. I. Merrifield	Sheridan	

RECEIVED
FOR FILING

U-132(10)

485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1954

NOTED
State Highway Engineer

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

I notice on the Commission meeting digest for the meeting August 9-10 that the matter of Adams Street in McMinnville was mentioned for "study".

For your information, the cost estimates for this project are as follows:

Construction items	$242,600
Right of Way	125,000
Total	$367,600

Forrest Cooper
Forrest Cooper
Asst. Construction Engineer

FC:js

RECEIVED
AUG 18 1954
OFFICE OF
STATE HIGHWAY ENGINEER

1

RECEIVED
FOR FILING

K-125 [illegible]
4855

July 21, 1954

Oregon State Highway Commission

Gentlemen:

There seems to be some uncertainty as to whether or not you have approved the proposed one-way street plan in McMinnville wherein Baker Street, the existing highway route, will be utilized for eastbound traffic and Adams Street for westbound traffic. The Commission minutes do not show that you have ever approved a one-way couplet.

I attach hereto a map on which is indicated the proposed plan, and in order that we may acquire such right of way as is necessary I recommend your approval of the Adams Avenue survey, indicated by broken black line, subject to the City authorities passing the required ordinance and signing a contract with the State.

This matter will be on the next agenda.

Very truly yours,

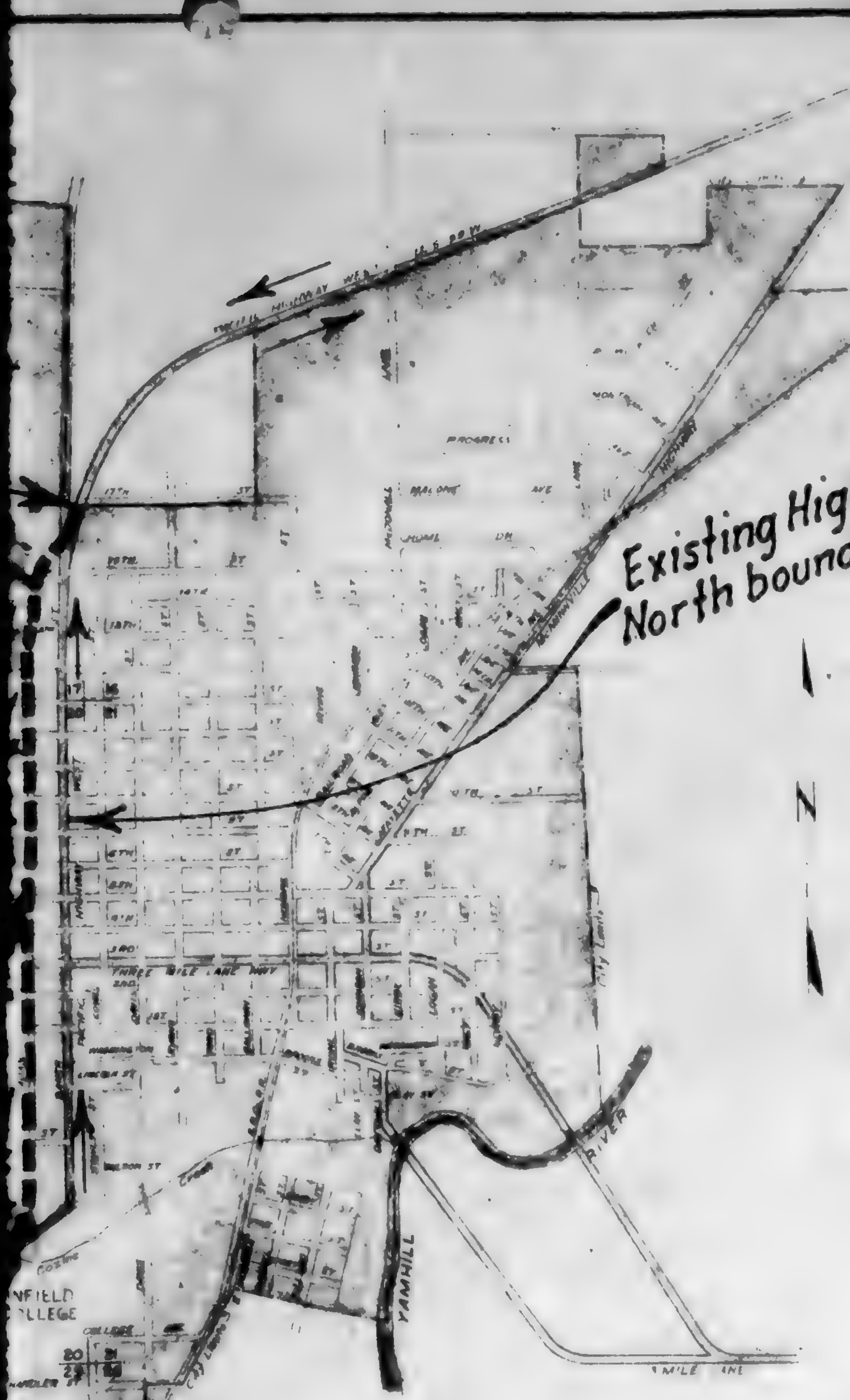
R. H. Baldock
State Highway Engineer

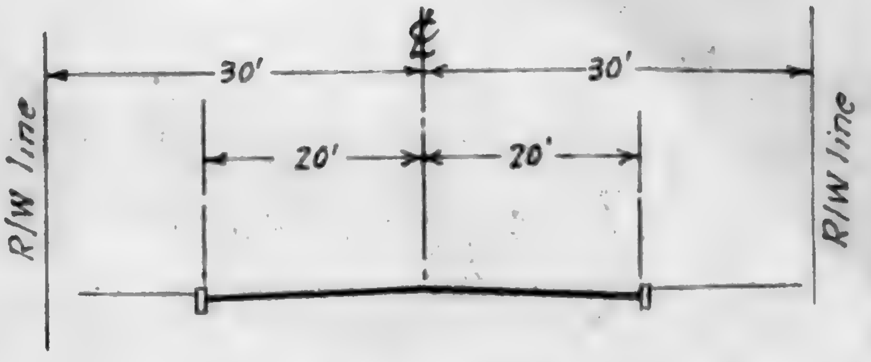
Enclosure

cc Mr. H. G. Smith
Mr. F. B. Crandall

WCW:me fp

1R-5-564

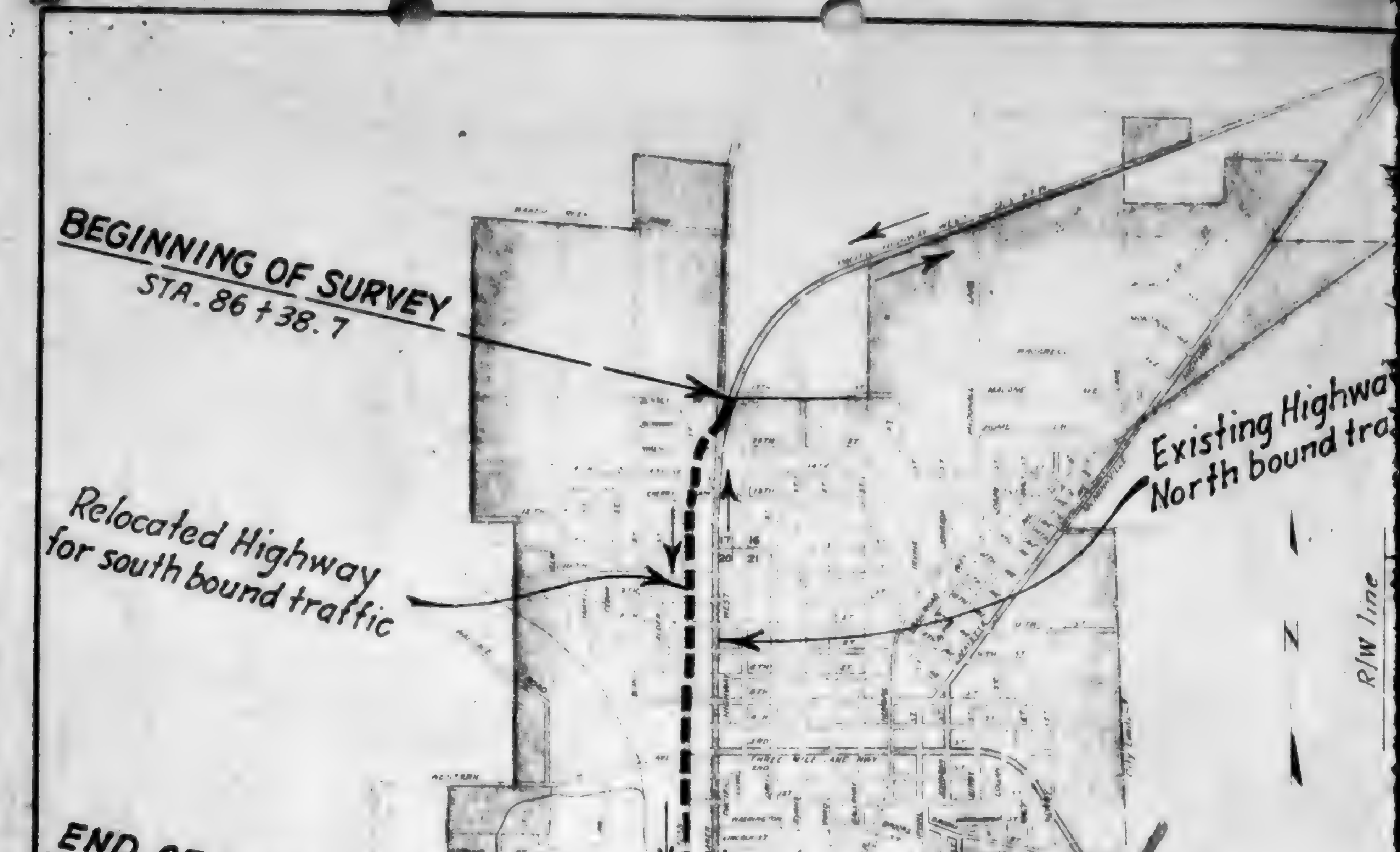

Existing Highway for
North bound traffic
N
YAMHILL
RIVER


℄
30'
30'
20'
20'
R/W line
R/W line

CITY STREET
TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map
McMINNVILLE (ADAMS ST.) SECTION
PACIFIC HIGHWAY WEST
YAMHILL COUNTY
Scale: 1" = 1600'   June, 1954

APPROVED.
DEPUTY STATE HIGHWAY ENGINEER
Date 7-20-54


BEGINNING OF SURVEY
STA. 86+38.7
Relocated Highway
for south bound traffic
END OF SURVEY
STA. 148+68.35
Existing Highwa
North bound tra
N
R/W line
LINFIELD COLLEGE
YAMHILL
RIVER
HIGHWAY WEST
COUNTY ROAD
McM

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 7-20-54

RECEIVED
FOR FILING

[illegible]

4135

May 24, 1954

Mr. Wm. Stuhlfeier
Ione Plaza
1717 S. W. Park Avenue
Portland, Oregon

Dear Sir:

Plans now being prepared for eventual future construction of a one-way couplet on the Pacific Highway West through McMinnville envisage the possibility that portions of the property now occupied by your walnut processing business will be required for right of way.

In the event that it becomes necessary to negotiate for this right of way, I can assure you that it will not be necessary for you to vacate the premises prior to March 1, 1955. Should negotiations for purchase be completed prior to March 1, 1955, a provision will be inserted in the option allowing you to remain in occupancy until that date.

With kindest regards for your courtesy and consideration in this matter, I remain

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RECEIVED
FOR FILING

11-22 (10)

4835

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

36-1471

Salem, Oregon
May 24, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams,
Deputy State Highway Engineer,
Department.

Dear Sir:

On Tuesday, May 18th, I met with Mr. Wm. Stuhlfeier of McMinnville, who operates a nut processing plant in that city. The present line of the proposed one-way couplet on 99W in McMinnville at the northern extremity where the line first shifts from present alignment to Adams Street passes directly through the building of Mr. Stuhlfeier's plant. Mr. Stuhlfeier requested that I meet him and discuss the matter. I did so and was accompanied by Harry Benson of the Right of Way Department.

Mr. Stuhlfeier was very courteous and did not criticize or make any serious objections to the proposed line. His main concern being that operations in his plant, which begin at the harvesting season in the fall, can not be concluded prior to sometime in February of the next year.

I advised Mr. Stuhlfeier that the decision regarding the construction of the couplet was a matter for the Highway Commission but that even in the event that they should decide to include the project in an early program arrangements could be made for him to remain in occupancy until March 1st of the following year. 1955

He requested that in order that he might plan his operations that he be given a letter which would clarify the matter and I advised him that I would discuss this with you.

I have prepared and enclose a letter for your consideration and signature if you are in accord with the suggestion.

Yours very truly,

JDWalker

J. D. Walker,
Division Engineer.

JDW:AM

RECEIVED
FORM E-30 25M 9-51 82578
FOR FILING

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

(6-122-41)

4835

Salem, Oregon
May 5, 1954

SUBJECT:

Costs of the Northerly Section
of the McMinnville One-Way Street
Plan

To:

Memo to the File

Route "A", which starts at Station 71 near the Cascade Tractor and Implement Company and terminates at 12th Street (original proposal), has been estimated as follows:

Construction Cost	$103,000
Right of Way	87,000
Total	$190,000

Route "B", starting at Engineer's Station 89+25 (Catherine Street) to 12th:

Construction Cost	$ 33,000
Right of Way	68,000
Total	$101,000

In addition to the above, to four-lane between Station 71 and 89 would cost $20,000.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams
Ben Johnson

RECEIVED
FORM E-20 ... 1954
FOR FILING

11-1255(1)
-1535

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. H. G. Smith,
Construction Engineer,
Department.

Attention: Mr. Forrest Cooper.

Dear Sir:

I met with C. C. Yocom and discussed the location of the Adams Street Section of the McMinnville one-way couplet.

Mr. Yocom is very pleased with the short line that cuts through the Stuhlfiler property. He thinks that will serve the need better than the longer line.

The local parties he advises will be glad to assist in negotiations leading to the acquisition of the Stuhlfiler property as well as the others involved.

Yours very truly,

J. D. Walker,
Division Engineer.

JDW:AM
cc

NOTED
FORREST COOPER

RECEIVED
APR 15 1954
FOR FILING

11-122(11)

4535

April 13, 1954

Mr. R. A. Stratford
540 Third Street
McMinnville, Oregon

Dear Sir:

In the matter of the proposed highway routing along Adams Street in McMinnville, you are advised that the State Highway Commission has selected Adams Street for one-way traffic westbound, and Baker Street will carry one-way traffic eastbound. Rights of way are now being acquired along Adams Street. The Commission, however, has not set a definite time for construction of the new route on Adams Street.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me er

RECEIVED
FOR FILING

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 13, 1954

Mr. R. A. Stratford
540 Third Street
McMinnville, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

In the matter of the proposed highway routing along Adams Street in McMinnville, you are advised that the State Highway Commission has selected Adams Street for one-way traffic westbound, and Baker Street will carry one-way traffic eastbound. Rights of way are now being acquired along Adams Street. The Commission, however, has not set a definite time for construction of the new route on Adams Street.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams ✓

Stratford's
PAINT AND WALL PAPER STORE
Helping The Home Decorator Create Bright Spots For Living

R. A. Stratford
Owner

Phone 1621

540 Third Street
McMinnville, Oregon

March 31, 1954

Oregon State Hiway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sirs:

Having become recently a tax-paying resident of McMinnville, Oregon, with property abutting on North Adams Street, I am vitally interested in the proposed widening and development of that street by your department.

At the time I purchased the property mentioned, last August, I understood that the State Hiway Commission was in favor of by-passing the downtown section of McMinnville for obvious reasons. I also understood that the businesses located along Baker Street, represented by the Chamber of Commerce, were against this by-pass proposal.

The two questions I would appreciate an answer to are these:

1. Has the State Hiway Commission decided to go ahead with the one-way grid along Baker and Adams Streets, from its junction at North Baker south to the fill by Linfield College.
2. If the issue has not been settled, would it be possible for a group of interested tax-paying citizens of McMinnville, who are not biased by personal loss or gain, to review this situation with your planning board.

Naturally by the words and tone of this letter, you know that I am in a sense biased. I know many people however that do feel a permanent plan for Hiway 99W does not include any unnecessary routing past a school, a library, a park, and through a residential section of a town the size of McMinnville.

Sincerely,

R. A. Stratford

R. A. Stratford

RECEIVED
APR 1 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

U-122 (90)

4835

36-27
36-1471

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1954

SUBJECT:

NOTED
H. G. SMITH

To:

Mr. H. G. Smith,
Construction Engineer,
Department.

Dear Sir:

The City of McMinnville is contemplating construction of storm sewer and installation of curbs and gutters on Baker Street (99W) from the intersection of 12th Street to a point 650 feet north therefrom.

This work is to be done with City funds. The City then plans to formally request the Highway Commission to widen the pavement to the newly constructed curbs.

Possibly this widening could be included in the future one-way street improvement of Adams Street.

Yours very truly,

J. D. Walker,
Division Engineer.

NOTED
W. C. WILLIAMS

JDW:AM
cc Mr. F. W. Farrar

REFERRED TO
By Construction Engineer

REFERRED TO
Williams
By Construction Engineer

RECEIVED
FOR FILING

U-122 (10)

3

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 31, 1953

NOTED
W. C. WILLIAMS

Oregon State Highway Commission

Gentlemen:

Pursuant to your instructions, I am making a report of the reconnaissance estimates of cost and the benefits of highway improvements in the vicinity of McMinnville, Dayton and Amity. All estimates include costs of rights of way.

The one-way couplet through McMinnville, over a distance of 1.42 miles, is estimated to cost $400,000 and has a benefit quotient of 2.62. It is estimated that ten years hence the one-way couplet through McMinnville will carry about 11,000 vehicles per day.

Route No. 1 with an over-all length of 9.27 miles, shown in red on the attached map, is estimated to cost $660,000 for 4.78 miles of construction to bring the remaining portion to a four-lane standard. The benefit quotient for this section is 0.94. This route extends from point A, the Dayton junction, to point B, the northerly terminus of the one-way couplet. The estimated traffic ten years hence on the rural portion of this route is 7,000 vehicles per day.

In contrast to route No. 1, route No. 2 with an over-all length of 8.51 miles, shown in blue, is estimated to cost $1,700,500 for 5.28 miles of two-lane construction and will create a benefit quotient of 1.92. This connects points A-E-I-F-G and D and extends from the Dayton junction at point A to the Salmon River junction at point D. This line will siphon off about 1,800 cars from route No. 1, of which 1,500 will go west to the Salmon River Highway and 300 proceed south on the Dayton-Amity Cut-off. Ten years hence, it is estimated the Dayton junction-Dayton section will carry about 3,600 vehicles and the Dayton-Salmon River junction section about 2,100 vehicles, and about 4,400 vehicles will be carried between point A and point B on the red line. With this amount of traffic, route Nos. 1 and 2 may be kept two-lane for at least the next ten years.

If the one-way couplet through McMinnville is built in connection with route No. 1, the cost will be $1,060,000 and the benefit quotient will be increased to 1.56. If the one-way couplet through McMinnville is built in connection with route No. 2, the cost will be $2,100,500 and the benefit quotient will be increased to 1.99.

If the line A-E-F-G-D and the connection between E-I is built, it will increase the cost by approximately $268,000 and the benefit quotient will be reduced to 1.82 as compared to the benefit quotient of 1.92 for route No. 2.

The construction of line E-F and additional right of way from F to G will cost $268,000 and will create a benefit quotient of 1.59.

The improvement of the Dayton-Amity Cut-off between points I and H will cost about $340,000 and will create a benefit quotient of 0.88.

The use of the proposed line through Dayton will save traffic from Portland one mile in distance when destined for the Lincoln County beaches, and 3.59 miles when traveling south via US99W.

As you will recall, the benefit quotient is the ratio between the annual benefits to the road user, represented by the savings in the operation cost of motor vehicles and in time savings to vehicle operators and passengers, and the annual road cost, including the amortization of the investment, maintenance and operation.

In conclusion, the recommendations for the construction of these facilities in order of priority are as follows:

1. Build a one-way couplet in McMinnville between points B and C.
2. Build the blue line A-E-F-G-D.
3. Build the E-F Cut-off.
4. Complete the I-H line.

Since next year's program includes some money for the Dayton-Amity Cut-off, it is suggested that consideration be given to building a new bridge across the Yamhill River at Dayton as the most important project on this section.

You have considered but taken no action on the McMinnville one-way couplet other than to give instructions to work with the city officials in the securing of options on the right of way, which is now being done. Mr. R. L. Porter will report to you on this matter at the January meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

S-58(2) Whiteson Sec., Pacific Hwy. 1956
West
#4836

RECEIVED
MAR 5 - 1958
FOR FILING

F-[illegible] (2)

(CONTRACT NO.) 4836

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 30, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4836	12 Final	Workman & Wilson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1425	H202831	$4,195.25	1-30-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 120 workdays from 3-1-57

Time Extensions: None

Completion Date: Oct. 31, 1957

Date Accepted: Feb. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 3, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 3, 1958
GKW.

NOTED ON CARD
em

ECEIVED
JAN - 1958
FOR FILING
[illegible]
[illegible]

Jan. 8, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4836 for structure, grading and paving on the Whiteson Section of Pacific Highway West in Yamhill County was completed by the contractor, Workman and Wilson, on Oct. 31, 1957, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $4,195.25 will be released to the contractor after acceptance by the Commission. The total contract amount is $142,274.31, of which amount $174.80 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Amerata & Schram
520 Mead Bldg.
Portland, Oregon

NOTED ON CARD
cm

RECEIVED
DEC 13 1957
FOR FILING

F 50(2)

4836

December 17, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Workman & Wilson on contract No. 4836, covering Structure, Grading and Paving on the Whiteson Section of the Pacific Highway West in Yamhill County. This payment, in the amount of $1,038.93 will be released to contractor on or after December 27, 1957. The retained percentage is $4,270.48.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Glens Falls Insurance Co.
Amerata & Schram
520 Mead Bldg.,
Portland, Oregon

NOTED ON CARD

12-17-57

RECEIVED
NOV 25 1957
FOR FILING

Nov. 25, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Workman & Wilson a portion of the funds heretofore retained by the Commission on Contract No. 4836, for structure, grading and paving on the Whiteson Section of the Pacific Highway West in Yamhill County.

This payment, in the amount of $6,949.49, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,238.35. The present payment will be released on or after Dec. 5, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Amerata & Schram
520 Mead Bldg.
Portland, Oregon

NOTED ON CARD
em

RECEIVED
NOV 6 1957
FOR FILING

F 58 2

4836

November 5, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 31, 1957, on Contract No. 4836, Whiteson Section, in Yamhill County, in connection with Federal Aid Project No. F-58(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: Clarence G. Swenson
DBP:cr

Form E-1—10M—12-56

F 31(21)
4836

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 1, 1957

Section Whiteson
Kind of work Structure, Grading and paving
Highway Pacific, West County Yamhill
Section prefix 36-1068
Contractor Workman & Wilson
Contract number 4836
Date of contract 12-5, 1956
Specified work days 120
Date work started 12-2, 1956
Work days used 119
Project authorization $163,026
Exclusive of engineering $151,433
Per cent of time elapsed 99 %
Estimated cost of completed project, exclusive of engineering $151,433
Estimated per cent overrun or underrun -0- %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $11,593
Engineering cost to date $11,300, 98 %
Date project was completed Oct 31, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sent in completion date as of Thursday October 31.

~~Some small cleanup yet to do.~~

CONSTRUCTION DIVISION
RECEIVED
NOV 4 1957
NOTED ☐ ☐ ☐ ☐
CE ACE CO.

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Ross M. Harris Ross M. Harris
Address Box 411

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.557	.557			.557
Miles partially completed					
Miles completed	.557	.557			.557
Total estimated quantities (contract)	24,000	11,200			1800
Total quantities corrected to date	23,500	11,600			2100
Estimated quantities moved or placed to date	23,500	11,600			2100
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				
Men	2				
Supervision	1				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear		
Tuesday	clear		
Wednesday	clear		
Thursday	clear		
Friday	clear		
Saturday	-		

RECEIVED
NOV - 4 1957
OFFICE OF
DIVISION ENGINEER

P

RECEIVED
OCT 1 1956
FOR FILING
1-58(2)
4876

October 3, 1956

County Court of Yamhill County
Court House
McMinnville, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Yamhill County a fully executed copy of a Throughway Agreement between the State Highway Commission and Yamhill County covering the Whiteson Section of the Pacific Highway in Yamhill County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
MAY 2 - 1957
FOR FILING

F-58(2)

4836

April 30, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State share of flagging costs on the Whiteson Section of the Pacific West Highway in Yamhill County, Contract No. 4836, in connection with Federal Aid Project No. F-58(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DWP:tb

Encl.

Form PR 2 (Revised 1950)

State Oregon
Project No. F-58(2)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 19 57, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of August, 19 56, a program, which was approved on the 30th day of August, 19 56, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 10th day of September, 19 56, and the sum of ninety five thousand, and 00/100 dollars ($ 95,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

Article II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 195+45 and 225+00, Whiteson south

, length 0.557 miles, in Yamhill County, being Oregon project No. F-58(2), consisting of 0.505 miles of roadway and one bridge[illegible] of more than 20 feet clear span, 0.052 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ninety five thousand, and 00/100 dollars ($ 95,000.00), which does not exceed the authorized Federal pro rata share of one hundred fifty three thousand, eight hundred forty eight and 75/100 dollars ($ 153,848.75), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title of officer)

By Wm McKay
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
District XXXXXX Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379-5 A4.62

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Whiteson Section, Project No. F-58(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HMC:ia

4836

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

[illegible]
[illegible]
[illegible]

NATURE OF WORK:

Grade Base and Structure

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4836 Workman & Wilson 12-5-56

DATE OF COMPLETION:

120 Workdays from 3-1-57

REMARKS:

March 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Whiteson Section, Project No. F-58(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

BHC:im

Oregon State Highway Department

Federal Aid
Project No. F-58(2)

WHITESON SECTION OF THE PACIFIC HIGHWAY WEST

IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon March 5, 1957

Type Code 6201
Roadway (Sta. 195+45 to Sta. 215+51)(Sta. 218+26 to Sta. 225+00)(Contract No. 4836)

All	Required	Clearing and Grubbing		$2,970.00
450	sq. yd.	Removal of Pavement	$0.75	337.50
200	cu.yd.	Drainage Excavation, Unclassified	2.00	400.00
24,000	cu. yd.	General Excavation, Unclassified	0.30	7,200.00
All	Required	Finishing Roadbed and Slopes		500.00
70	lin.ft	12-inch Concrete Pipe	2.50	175.00
160	lin.ft.	18-inch Concrete Pipe	4.00	640.00
700	lin.ft.	8-inch Perforated Metal Drain Pipe	2.00	1,400.00
160	cu. yds.	Special Backfill in Drains	3.00	480.00
80	lin.ft.	Metal Guard Rail	4.00	320.00
10,000	cu.yds.	Course Crushed Material in Base	2.80	28,000.00
1,200	cu.yds.	3/4" - 0 Material in Base	3.00	3,600.00
300	M-gals.	Sprinkling	3.00	900.00
All	Required	Preparation of Base		300.00
80	cu. yds.	3/4" - 0 Material in Binder Course	5.00	400.00
12	tons	RC-3 Asphalt in Binder Course	55.00	660.00
1,800	tons	Class "B" Asphaltic Concrete	7.90	14,220.00
16	tons	RS-2 Asphalt	55.00	880.00
30	cu. yds.	Aggregate in Pavement Seal	5.50	165.00
200	cu. yds.	Furnishing and Placing Aggregates	5.00	1,000.00
16	tons	150-200 Asphalt	55.00	880.00
			Subtotal	$ 65,427.50
			10% Engr. & Cont.	6,542.75
			Total	$ 71,970.25

Type Code X021
Whiteson Dip Bridge (sta. 215+51 to Sta. 218+26)(Contract No. 4836)

4,830	lin.ft.	Furnish Treated Timber Piling	2.50	12,075.00
84	only	Drive Timber Piling	90.00	7,560.00
380	cu. yds.	Class "A" Concrete	60.00	22,800.00
120,000	lbs.	Metal Reinforcement	0.13	15,600.00
40	M-FBM	Treated Lumber in Place	380.00	15,200.00
200	lin.ft.	8-inch Metal Drain Pipe	6.00	1,200.00
			Subtotal	$74,435.00
			10% Engr. & Cont.	7,443.50
			Total	$81,878.50

Length of Roadway	0.505 mile.
Length of Structure	0.052 mile.
Total Length	0.557 mile
Cost of Roadway Per Mile	$142,515.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$71,970.25	$44,441.00	$27,529.25
Structure	81,878.50	50,559.00	31,319.50
	$153,848.75	$ 95,000.00	$ 58,848.75

State Funds For Const. Chap. 175, laws 1917; Chap. 31, laws, 1920
Chap. 529, laws, 1939

State Funds for Maint. Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid Project
No. F-58(2)

WHITESON SECTION

OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 28, 1956

Type Code 6201
Roadway (Sta. 195+45 to Sta. 215+51)(Sta. 218+26 to Sta. 225+00)

All Required	Clearing and Grubbing		$ 3,500.00
450 sq.yd.	Removal of Pavement	$ 1.00	450.00
200 cu.yd.	Drainage Excavation, Unclassified	3.00	600.00
24,000 cu.yd.	General Excavation, Unclassified	0.50	12,000.00
All Required	Finishing Roadbed and Slopes		1,000.00
70 lin.ft.	12-inch Concrete Pipe	2.25	157.50
160 lin.ft.	18-inch Concrete Pipe	3.50	560.00
700 lin.ft.	8-inch Perforated Metal Drain Pipe	2.25	1,575.00
160 cu.yd.	Special Backfill in Drains	6.00	960.00
80 lin.ft.	Metal Guard Rail	5.00	400.00
10,000 cu.yd.	Coarse Crushed Material in Base	2.50	25,000.00
1,200 cu.yd.	3/4" - 0 Material in Base	3.00	3,600.00
300 M-gal.	Sprinkling	3.00	900.00
All Required	Preparation of Base		150.00
80 cu.yd.	3/4" - 0 Material in Binder Course	5.00	400.00
12 tons	RC-3 Asphalt in Binder Course	75.00	900.00
1,800 tons	Class "B" Asphaltic Concrete	9.00	16,200.00
16 tons	RS-2 Asphalt	75.00	1,200.00
30 cu.yd.	Aggregate in Pavement Seal	6.00	180.00
200 cu.yd.	Furnishing and Placing Aggregates	5.00	1,000.00
16 tons	150-200 Asphalt	75.00	1,200.00

Subtotal	$ 71,932.50
10% Engr. & Cont.	7,193.25
	$ 79,125.75

Type Code X021
Whiteson Dip Bridge (Sta. 215+51 to Sta. 218+26)

4,830 lin.ft.	Furnish Treated Timber Piling	$ 2.00	$ 9,660.00
84 only	Drive Timber Piling	60.00	5,040.00
380 cu.yd.	Class "A" Concrete	70.00	26,600.00
120,000 lbs.	Metal Reinforcement	0.14	16,800.00
40 M-FBM	Treated Lumber in Place	400.00	16,000.00
200 lin.ft.	8-inch Metal Drain Pipe	4.00	800.00

Subtotal	$ 74,900.00
10% Engr. & Cont.	7,490.00
	$ 82,390.00

Length of Roadway	0.505 mile
Length of Structure	0.052 mile
Total Length	0.557 mile
Cost of Roadway per mile	$156,684.65

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 79,125.75	$ 48,990.00	$ 30,135.75
Structure	82,390.00	51,010.00	31,380.00
	$161,515.75	$100,000.00	$ 61,515.75

file

RECEIVED
FEB 2[illegible] 1957
FOR P[illegible]

F-5[illegible] (2)
08-35
4836

February 19, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-5[illegible](2), Whiteson Sec.
Pacific Highway East
Order for State Force Work dated
December 6, 1956 - Compacting Fill
Slopes, Seeding and Mulching

Dear Sir:

Reference is made to your letter dated February 5, 1957 concerning subject order.

We are approving the use of State Forces as being in the public interest in this case for the following reasons:

(1) The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

(2) The State has trained men and specialized equipment to perform the work most economically.

(3) The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. [illegible]
District Engineer

NOTED
FORREST COOPER

Original to Mr. Probert

RECEIVED
FEB 7 1957
FOR FILING
F-58(2)

4836

A

February 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 28, 1957, requesting additional information on the attached Order for State Force Work 224, 230 covering compaction, seeding and mulching on the Whiteson Section in Yamhill County, Contract No. 4836, Oregon Project F-58(2).

Request is hereby made for approval of this order on force account basis, with State forces.

The amount of the order is too small for contracting. The contractor is not equipped to do the work, while the state has special seeding and mulching equipment operated by experienced crews.

The break-down of estimated costs on the order was determined by experience over several years and close cost accounting by our Landscape Engineer. It has been the custom to estimate work of this nature on an acre unit basis. However, the break-down on force account basis is estimated as:

Equipment Rental	$ 170.00
Materials	350.00
Labor	780.00
Total	$1,300.00

Equipment rental rates will be in accordance with our regularly established rates. This work has not been done.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
[illegible]

A

RECEIVED
JAN 9 - 1957
FOR FILING

F-58 (2)

4836

January 9, 1957

Workman & Wilson
Route 1, Box 30
Canby, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4836, which was awarded to you by the State Highway Commission on December 5, 1956, for structure, grading and paving on the Whiteson Section of the Pacific Highway West in Yamhill County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 2 - 1957
FOR FILING

F-58 (2)

4836

December 27, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 19, 1956, on Contract No. 4836, Whiteson Section, in Yamhill County, in connection with Federal Aid Project, No. F-58(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By:

Forrest Cooper
Deputy State Highway Engineer

DBF:cr

RECEIVED
DEC 19 1956
FOR FILING
F-58 (2)

4836

December 17, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224, 238 covering compacting fill slopes, seeding and mulching on the Whiteson Section of the Pacific Highway in Yamhill County, Contract No. 4836, in connection with Federal Aid Project No. F-58(2).

This work is necessary to prevent erosion of slopes. Suitable equipment for this work is not available to the contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:cr
Encl.

A

RECEIVED
DEC 12 1956
FOR FILING

F-55 (2)

4836

December 5, 1956

Workman & Wilson
Route 1, Box 30
Canby, Oregon

Gentlemen:

The State Highway Commission on September 27, 1956, accepted your proposal for grading and paving, and bridge construction, on the Whiteson Section of the Pacific Highway West, about 4 miles south of McMinnville, in Yamhill County, for the sum of $139,862.90, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4836.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

esm

cc: R. G. Savage, (SIAC)
Tom Edwards
S. H. Probert
P. M. Stephenson

Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Washington
Att.: Dorothy McCormack

NOTED
J. Mc C.

RECEIVED
DEC 6 1956
FOR FILING

F-58 (2)

SERVICE	
...e class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 5, 1956
10:40 A. M.

Workman & Wilson
Canby, Oregon

Contract for grading, paving, and bridge construction on Whiteson Section of Pacific Highway West, Yamhill County, for which you submitted low bid on September 27, 1956, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

RECEIVED
DEC 6 1956
FOR FILING

F-58(2)

4856

December 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and bridge construction on the Whiteson Section of the Pacific Highway West in Yamhill County, Project No. F-58(2), to Workman & Wilson of Canby, Oregon, on the basis of the bid of $139,862.50 submitted on September 27, 1956.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMP:ia

RECEIVED
DEC 7 1956
FOR FILING
OREGON DISTRICT
F-58(2)
4836

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

December 5, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-58(2), Whiteson Section of the Pacific Highway West, we hereby concur as of this date in award of Contract No. 4836 to Workman and Wilson of Canby, Oregon, low bidder in the amount of $139,862.50 at the September 27, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 7 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 3 1956
FOR FILING

F-58.(2)

[illegible]

November 30, 1956

Workman & Wilson
General Contractors
Route 1, Box 30
Canby, Oregon

Gentlemen:

This will confirm my telephone conversation with you this date relative to the status of your low bid on the Whiteson Section, U.99W. You confirmed the fact that under date of November 5, 1956 you directed a letter to the Chief Engineer granting an extension of time of 20 days beyond the period specified in the bidding proposal for awarding the contract.

I explained to you the difficulties in obtaining the right of way or an entry permit from the Southern Pacific Railroad Company. This problem will eventually be worked out satisfactorily. However, this will further confirm the fact that you are agreeable to granting the State Highway Commission an additional 20 days' extension of time beyond November 30, 1956 in which to award the contract for the above project to you and that you will so state in a letter directed to the Chief Engineer.

As regards the other subject mentioned in your November 5 letter, the State Highway Engineer will recommend to the Commission an extension of 60 days' time on the Nehalem River Bridge project, the time limit of which expires November 30, 1956.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. M. Stiffler
Assistant State Highway Engineer

WMS:mm

cc Mr. Forrest Cooper
Mr. J. N. Probert
Mr. H. Stephenson
Mr. R. L. Porter
Mr. H. B. Glaisyer

WORKMAN and WILSON

GENERAL CONTRACTORS

Route 1, Box 30
CANBY, OREGON

Phone
Canby 2429

November 30, 1956

State of Oregon Highway Commission
Assistant Highway Engineer
Salem, Oregon.

Dear Mr. Stiffler:

In regards to our telephone conversation this afternoon we are hereby granting another 20 day extention of time on the Whiteson Section Job of which we were low bidder.

Enclosed is a copy of the previous letter dated November 5, 1956 which apparently was lost in the mail.

Very truly yours,
WORKMAN & WILSON
Harold Workman
Harold Workman

HEW:P
Encl.

RECEIVED
DEC 3 1956
OREGON
STATE HIGHWAY COMMISSION

Copies sent to Mr. Paschal
Mr. Glasgow
Mr. Porter

NOTED
FORREST COOPER

WORKMAN and WILSON
GENERAL CONTRACTORS

Route 1, Box 30
CANBY, OREGON

Phone
Canby 2429

Copy of letter mailed previous

November 5, 1956

State of Oregon Highway Commission
State Highway Engineer
Salem, Oregon.

Attn: Mr. W. C. Williams

Dear Sir:

In reference to Mr. Youngs call for a twenty day extention of award of the Whiteson Section Job of which we were low bidder, we are submitting this letter authorizing the extention.

Concerning the Nehalem River Bridge--we were planning on asking for a sixty day extention of time in order that we can get the job cleaned up in the winter months.

The concrete is poured on the main spans with the exception of railing. We plan on having all the concrete poured before the completion date and the sixty day extention would help us a lot on the clean up and would be of practically no cost to the State for engineering.

I hope this letter asking for extention of time does not sound like we are dickering for trade of time, that is not our intention.

Yours truly,

WORKMAN & WILSON

Signed
Harold Workman

HEW:P

RECEIVED
OCT 5 1956
FOR FILING

F-58(2)

4836

Salem, Oregon
October 3, 1956

MISC. CONTRACTS
AGREEMENTS No. 787

Throughway Agreement, Yamhill County
Whiteson Section
Pacific Highway

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of a throughway agreement with Yamhill County covering the Whiteson Section of the Pacific Highway in Yamhill County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Yamhill County.

Secretary

FM
Attach: 1

FORM 230—50M—2-55—82966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1956

SUBJECT: ASSIGNMENT #67
Throughway Agreement, Yamhill County
Whiteson Section
Pacific Highway
September, 1956

To: Mr. G. S. Paxson
OFFICE

note:
This is an abandonment
as well as a throughway
agreement.

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This completes Assignment #67.

John D Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Sept. 21, 1956

RECEIVED
SEP 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids are to be received for this project
on Sept. 27. The agreement provides for abandonment of a section and for closure of County roads

Secretary

FORM 230—12½M—8-55—68209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1956

SUBJECT: Agreement re Whiteson Section
Pacific Highway West

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

L

Attached hereto are six (6) copies of an abandonment and throughway agreement relating to the Whiteson Section of the Pacific Highway West in Yamhill County.

Robert P. Amacher
ROBERT P. AMACHER
Assistant Attorney

RPA:br
Attch: (6)

Mr. Graham took the two approved copies.

PW

RECEIVED
SEP 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON DISTRICT SEP 25 1956
FOR FILING

F-58(2)
4836 08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 10, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-58(2), Whiteson Section of the Pacific Highway West. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
[illegible] 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 29 1956
FOR FILING

F-58(2)
4226

R

June 28, 1956

Oregon State Highway Commission

Gentlemen:

I attach hereto a survey map indicating realignment for that section of the Pacific Highway West through Whiteson. This is the section on which improvement has been requested for several years and is commonly referred to as Whiteson Dip. The relocated section as indicated is 1.1 miles in length, and it is recommended that you approve the survey as there is a possibility that this project will be included in our next construction program.

This matter will be on the agenda.

Very truly yours,

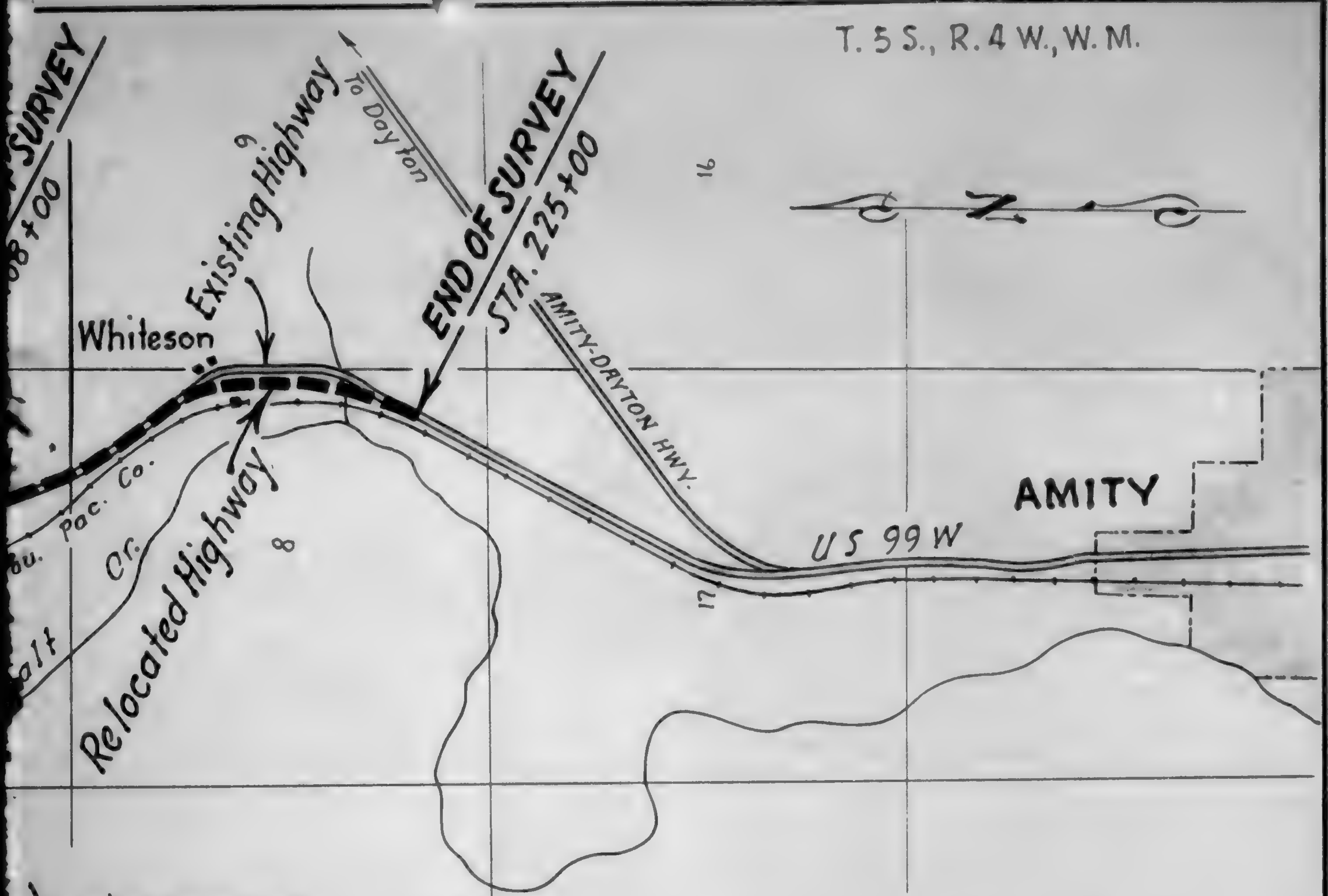
W. C. Williams
Deputy State Highway Engineer

WCW:mm

Enclosure

cc Mr. Forrest Cooper
Mr. R. L. Porter

1R-5-902

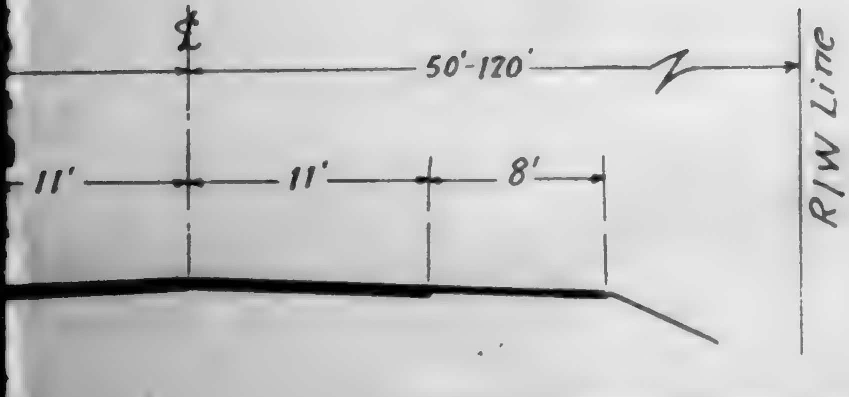

T. 5 S., R. 4 W., W. M.
SURVEY
08+00
9
Existing Highway
To Dayton
END OF SURVEY
STA. 225+00
16
N
Whiteson
AMITY-DAYTON HWY.
AMITY
US 99 W
Su. Pac. Co.
Cr.
alt
Relocated Highway
8
17

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 6-27-56

TYPICAL SECTION


℄
50'-120'
R/W Line
11'
11'
8'

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

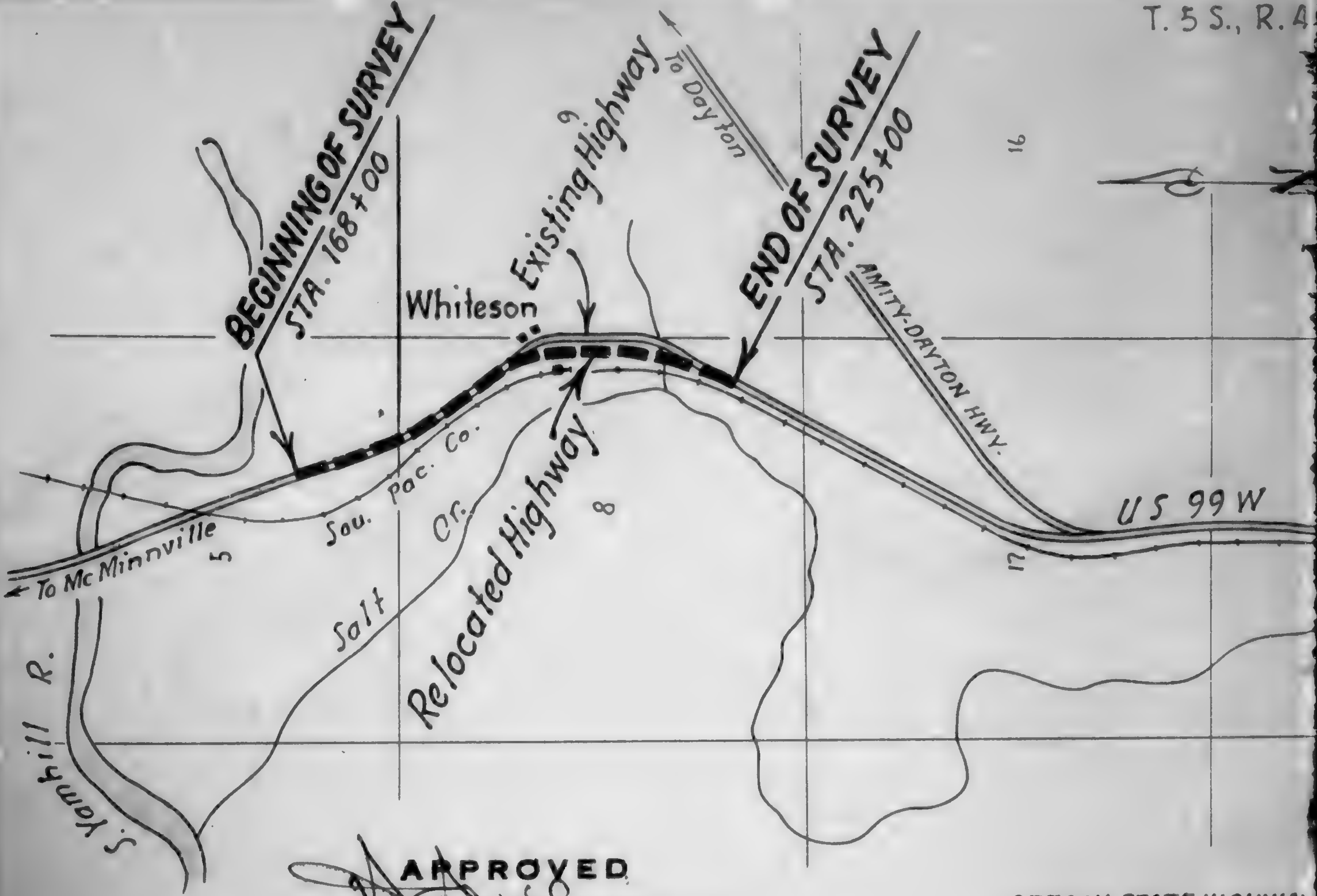
WHITESON UNIT
S. YAMHILL RIVER-AMITY SECTION
PACIFIC HIGHWAY WEST

YAMHILL COUNTY

Scale: 1" = 2000'   July, 1956

DRG. NO. 1R-5-902

For details see Drg. No. 8B-2-21, June, 1956


T. 5 S., R. 4
BEGINNING OF SURVEY
STA. 168+00
Existing Highway
To Dayton
END OF SURVEY
STA. 225+00
Whiteson
AMITY-DAYTON HWY.
9
16
US 99W
To McMinnville
5
Sou. Pac. Co.
Salt Cr.
Relocated Highway
8
17
S. Yamhill R.

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 6-27-56

OREGON STATE HIGHWAY

Survey Approva

WHITESON

S.YAMHILL RIVER-AM

PACIFIC HIGHW

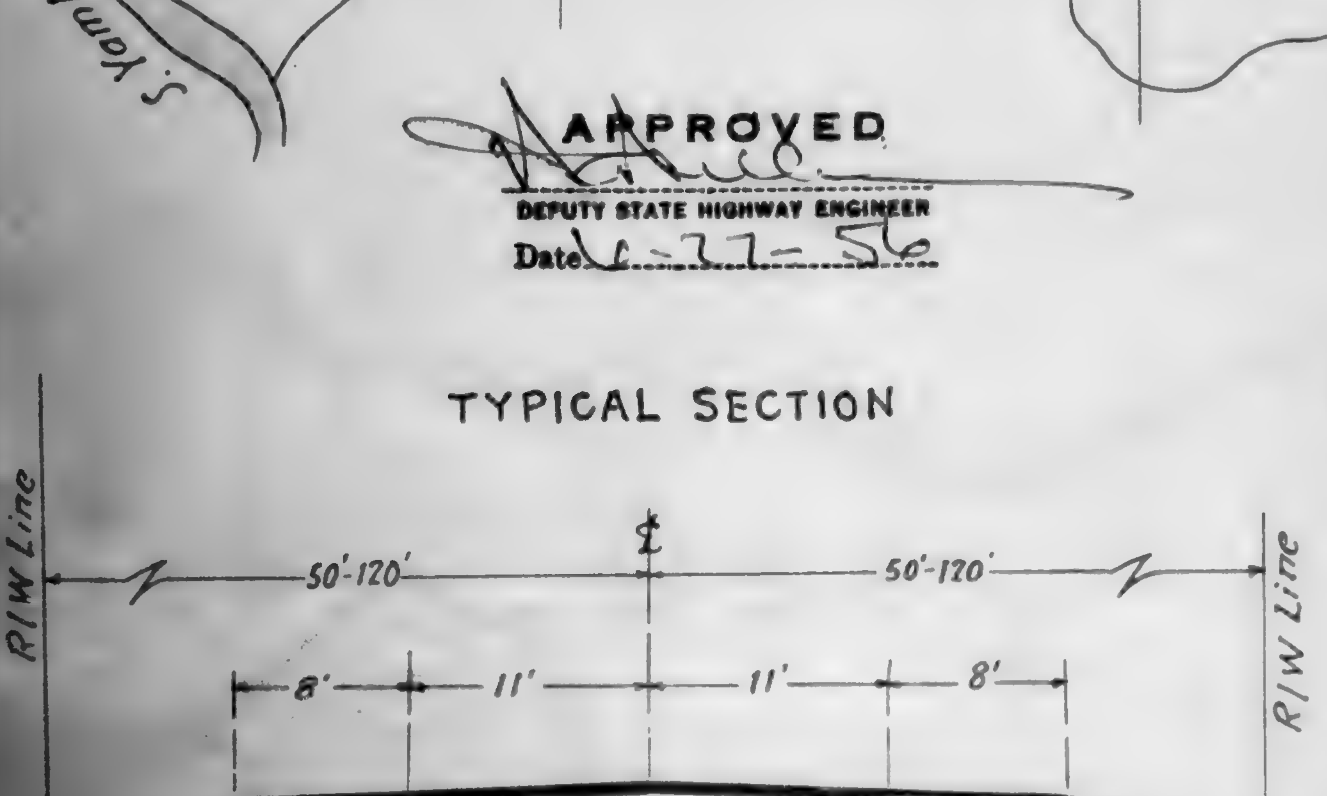
YAMHILL C

Scale: 1"= 2000'

DRG. NO. 1R

For details see Drg. No. 8

TYPICAL SECTION


R/W Line
50'-120'
℄
50'-120'
R/W Line
8'
11'
11'
8'

RECEIVED
[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 30, 1959

S-227(5) (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4837 (VOUCHER NO.)	22 Final (WARRANT NO.)	Manson Construction & Engineering Co. (AMOUNT)	(DATE)
2145	H235127	$ 89,380.41	1-30-59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 420 workdays from 12-22-56

Time Extensions: None

Completion Date: Dec. 5, 1958

Date Accepted: Jan. 22, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: Feb. 2, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed:

FEB -2 1959

NOTED ON CARD
em

RECEIVED
JAN [illegible] 1959
FOR FILING
[illegible]
4837

Jan. 20, 1959

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4837, for structures on the Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties, was completed by the contractor, Manson Construction & Engineering Co., on Dec. 5, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $89,380.41 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $1,187,925.25, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
lm

A

RECEIVED
MAR 19 1958
FOR FILING
[illegible] (5)
4837

March 19, 1958

County Court of Yamhill County
Court House
McMinnville, Oregon

Gentlemen:

We are enclosing for the records and files of Yamhill County a fully executed copy of a Construction Agreement between the State Highway Commission and Yamhill County covering the Newberg-Gerin Corner Section of the Hillsboro-Silverton Highway in Yamhill County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JAN 6 - 1958
FOR FILING
FORM E-30X—50M—11-55—80285

[illegible]

4857

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 2nd, 1958

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

Please note the attached concerning the operations of the Northwest Company prior to the War of 1812, with particular respect to the fact that the Newberg-Gearin Corner Section traverses through the area believed to have been the site of the winter encampment of the Northwest Company in the winter of 1813-1814.

Please alert the resident engineer on this project to be on the lookout for such relics as might be unearthed.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: Forrest Cooper

RECEIVED
JAN 2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 6 - 1958
FOR FILING
X-227(5)
4837

Salem, Oregon
December 31, 1957

Possible unearthing of
relics - Newberg-Gearin
Corner Section

Mr. Tom Edwards
Construction Engineer
Department

I am handing you a copy of a letter from Rev. J. Neilson Barry and a reply from H. B. Glaisyer, both of which refer to possible unearthing of relics during construction of the Newberg-Gearin Corner Section.

Will you please take appropriate action to see that our field forces are alerted to save any relics which might be unearthed. Any relics should be sent to Salem for proper preservation.

Forrest Cooper
Deputy State Highway Engineer

FC:mo

Encl.

cc Mr. W. C. Williams

RECEIVED
DEC 24 1957
FOR FILING
A-22(5)
4837

December 23, 1957

Rev. J. Neilson Barry
Roon 646, Heathman Hotel
Portland 5, Oregon

Dear Reverend Barry:

Thank you for your letter of December 22, 1957, calling attention to the possibilities of relics being found at the site of the historical fort of the Northwest Company near Newberg when excavations are made for highway improvements at that place. I am referring it to the State Highway Engineer, Mr. W. C. Williams, who I am sure will be glad to receive the information and take action as may be necessary to preserve any relics that may be unearthed during the progress of highway excavations. I am also bringing the matter to the attention of the State Parks Superintendent Mr. C. H. Armstrong, who I am sure will also be interested in the preservation of any historical material that may be found.

Thanking you again for your letter and extending to you the best of the seasons greetings, I remain,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

cc: W. C. Williams
C. H. Armstrong

Heathman Hotels

Harry E. Heathman, Manager

HEATHMAN HOTELS

PORTLAND 5, OREGON

550 ROOMS

NEW HEATHMAN HOTEL
S. W. BROADWAY AT SALMON

HEATHMAN HOTEL
S. W. PARK AT SALMON

REV. J. NEILSON BARRY
Rm. 646, Heathman Hotel
Portland 5, Oregon

December 22, 1957

Mr. H,B.Glaisyer,
State Highway Commission,
Salem,
Oregon.

Dear Mr.Glaisyer:

I understand that the new bridge near Newberg is to cross the site of the historical fort of the North-west Company

Very valuable and interesting relics should, probably, be unearthed and adequate provisions should be made for preserving them.

The Astorian enterprise was globe-encircling.
"IN THE PICTURE" were thirteen modern states that were wilderness at that time.
Eighteen foreign countries on four continents.
Twenty islands,
Twenty-six vessels.
There were thirteen Astorian posts and outposts.
Fifteen Astorians became permanent settlers.

The outbreak of the war of 1812, and control by British of the sea-routes caused collapse of the Astorian enterprise, which sold out for all they could get; about sixty thousand dollars; yet with requirement that the North-west Company, of Canada, should return all Astorians who desired, back to Canada.

It was therefore necessary for the North-west Company to winter the Astorians, until the snow in the Rocky Mountains should melt

They were sent to the newly established fort near modern Newburg, 1813-1814

Probably upwards of about some fifty men wintered there. There are a great many records.

The buildings were on the crest of the low hill where the bridge is to be.

One of the buildings presumably was occupied by various independent trappers, and in later years by PIERRE BILLEQUE, but he died before his land claim was acquired.

The building was torn down about 1870, and much of the rubbish thrown in the well which was filled. It is easily recognized.

I have frequently visited the historical site, and have taken others, as great numbers of fragments of broken china, old clay pipes, and even brass buttons and a marble.

There must, probably, be many valuable relics in the filled well.

With every good wish for Christmas and the New Year,

J. Neilson Barry

ACKNOWLEDGED
H. B. GLAISYER

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Marion & Yamhill
Project No. S-227(5)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 25th day of April, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 26th day of October, 1956 for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.358 miles of bridge construction (Character of work)

between FAP Rte. 9 in Newberg and FAS 147 in Silverton, (Control points) consisting of 0.000 miles of roadway and four (Number) bridges totaling 0.358 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eight hundred thirty nine thousand, and 00/100 dollars ($ 839,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one million, three hundred fifty four thousand, seven hundred seventy eight and 00/100 dollars ($ 1,354,778.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By
XXXXXX Engineer, Bureau of Public Roads
District

—33205

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Newberg-Gearin Corner Section, Project No. S-227(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EWC:ia

4837

P R O J E C T   A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Newberg - [illegible] Section
Hillsboro - Silverton Highway
Washington and Yamhill Counties

NATURE OF WORK:

Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4837 Manson Constr. & Engrg. Co. 12-12-56

DATE OF COMPLETION:

420 Workdays from 12-22-56

REMARKS:

March 21, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Newberg-Gerin Corner Section, Project No. S-227(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]C:la

Oregon State Highway Department

Federal Aid Secondary
Project No. S-227(5)

NEWBERG-[illegible] CORNER SECTION OF THE
HILLSBORO-SILVERTON HIGHWAY IN MARION AND YAMHILL COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices and estimated preliminary engineering.)

Salem, Oregon, March 18, 1957

Type Code P.E.
Preliminary Engineering

All Required	Preliminary Engineering		$ 48,000.00

Type Code X031
Willamette River Bridge (Sta. 137/80 to Sta. 148/70.5)(Contract No. 4837)

All Required	Shoring, Cribbing, Etc.	$	$110,000.00
2,800 cu. yds.	Structural Excavation	4.00	11,200.00
100 cu. yds.	Excavation Below Elevation Shown	10.00	1,000.00
28,425 lin. ft.	Furnish Untreated Timber Piling	0.60	17,055.00
510 only	Drive Untreated Timber Piles	55.00	28,050.00
12,330 lin. ft.	Furnish Treated Timber Piling	1.50	18,495.00
248 only	Drive Treated Timber Piles	40.00	9,920.00
1,260 cu. yds.	Seal Concrete	40.00	50,400.00
3,100 cu. yds.	Class "A" Concrete	70.00	217,000.00
540,000 lbs.	Metal Reinforcement	0.12	64,800.00
All Required	Structural Steel		420,000.00
2,200 lin. ft.	Metal Rail	12.00	26,400.00
All Required	Inspection Walk		6,000.00
All Required	Navigation Lights		5,000.00
260 lin. ft.	8-inch Metal Drain Pipe	3.00	780.00
			$986,100.00

Type Code X021
Overflow Bridge No. 8155 (Sta. 121/63 to Sta. 123/88)(Contract No. 4837)

5,145 lin. ft.	Furnish Treated Timber Piling	$ 2.00	$ 10,290.00
70 only	Drive Timber Piles	100.00	7,000.00
320 cu. yds.	Class "A" Concrete	90.00	28,800.00
92,000 lbs.	Metal Reinforcement	0.12	11,040.00
9.5 M-FBM	Treated Timber in Place	500.00	4,750.00
140 lin. ft.	8-inch Metal Drain Pipe	3.00	420.00
			$ 62,300.00

Type Code X021
Overflow Bridge No. 8157 (Sta. 152/95 to Sta. 154/45)(Contract No. 4837)

3,185 lin. ft.	Furnish Treated Timber Piling	$ 2.00	$ 6,370.00
49 only	Drive Timber Piles	50.00	2,450.00
215 cu. yds.	Class "A" Concrete	90.00	19,350.00
62,000 lbs.	Metal Reinforcement	0.12	7,440.00
4.5 M-FBM	Treated Timber in Place	500.00	2,250.00
100 lin. ft.	8-inch Metal Drain Pipe	3.00	300.00
			$ 38,160.00

Type Code X021
Overflow Bridge No. 8152 (Sta. 163/50 to Sta. 167/75)(Contract No. 4837)

7,560 lin. ft.	Furnish Treated Timber Piling	$2.00	$ 15,120.00
126 only	Drive Timber Piles	50.00	6,300.00
600 cu. yds.	Class "A" Concrete	90.00	54,000.00
175,000 lbs.	Metal Reinforcement	0.12	21,000.00
10 M-FBM	Treated Timber in Place	500.00	5,000.00
			$101,420.00

Subtotal	$1,187,980.00
10% Engr. & Cont.	118,798.00
Total	$1,306,778.00

Length of 4 Structures 0.358 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 48,000.00	$ 29,726.00	$ 18,274.00
Structures	1,306,778.00	809,274.00	497,504.00
	$1,354,778.00	$839,000.00	$515,778.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JAN 9 - 1957
FOR FILING

[illegible]

4837

January 9, 1957

Manson Construction & Engineering Co.
5209 East Marginal Way
Seattle 4, Washington

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4837, which was awarded to you by the State Highway Commission on December 12, 1956, covering the Newberg-Gerin Corner Structures on the Hillsboro-Silverton Highway in Marion and Yamhill Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 7 - 1957
FOR FILING

-227(5)

437

January 4, 1957

Niedermeyer-Martin Co.
715 Portland Trust Building
Portland, Oregon

Attention: Mr. B. E. Niedermeyer, Jr.
General Manager

Gentlemen:

This will acknowledge receipt of your letter of December 31 referring to our previous telephone conversation as to specifications for untreated piling.

You are correct in the assumptions set up in your letter insofar as untreated foundation piling is concerned. There will be no heartwood requirement in connection with such piling, nor will there be any minimum annular ring count in connection with these piling.

Neither of the above statements refer to treated piling for use in this project, and this should be kept in mind if you are supplying any untreated piling to the contractor which is to be treated before use on the job.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. P. M. Stephenson/w.encl.

CABLE ADDRESS
[illegible]
ALL CODES USED

Niedermeyer-Martin Co.
Poles, Cross Arms, Piling
Domestic and Export
Portland, Oregon

HOME OFFICE
715 PORTLAND TRUST BLDG.
(Formerly Spalding Bldg.)
PHONE ATwater 9433

December 31, 1956.

Mr. G. S. Paxon,
Oregon State Highway Department,
Salem, Oregon.

Our Order No. 6484-D.

Dear Mr. Paxon:

Reference our recent telephone conversation concerning untreated piling for the following Oregon State Highway Department project:

> Newberg-Gerin Corner Structures, on the Hillsboro-Silverton Highway in Marion and Yamhill Counties.

We would appreciate it very much if you would confirm our understanding of the specifications covering this piling in the following respects:

1. It is our understanding there is no heartwood requirement in connection with the piling for use on the above project.
2. We understand there is no requirement concerning minimum annular ring count in connection with the piling required for this project.

So that we may know that our understanding of the piling specifications is correct, please so indicate by signing and returning to us the attached duplicate of this letter. For your convenience in returning the signed duplicate, please find enclosed ready to mail envelope.

Cordially,

NIEDERMEYER-MARTIN CO.,

By B. E. Niedermeyer, Jr.
B. E. Niedermeyer, Jr.,
General Manager.

BEN;JR:JS
Encl.

Your understanding of the piling specifications as outlined above is acceptable to us.

OREGON STATE HIGHWAY DEPARTMENT,

By ______________________

RECEIVED
JAN 4 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 13 1956
FOR FILING
4837

AGENDA
DEC 17 1956

December 12, 1956

Manson Construction & Engineering Co.
5209 East Marginal Way
Seattle 4, Washington

Gentlemen:

The State Highway Commission on November 8, 1956 accepted your proposal for the Newberg-Dorin Corner Structures on the Newberg-Dorin Corner Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties for the sum of $1,137,900.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4837.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAG:fp

cc Mr. R. G. Savage (SHC)
Mr. S. H. Probert
Mr. Tom Edwards
Mr. P. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

RECEIVED
DEC 13 1956
FOR FILING

S-227(5)

4037

AGENDA
DEC 17 1956

December 12, 1956

Manson Construction & Engineering Co.
5209 East Marginal Way
Seattle 4, Washington

Gentlemen:

The State Highway Commission on November 8, 1956 accepted your proposal for the Newberg-Dorin Corner Structures on the Newberg-Dorin Corner Section of the Hillsboro-Silverton Highway in Marion and Yamhill Counties for the sum of $1,117,900.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4037.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAG:fp

cc Mr. R. G. Savage (SIAC)
Mr. S. H. Probert
Mr. Tom Edwards
Mr. P. H. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof; which are hereby agreed to

Salem, Oregon
Dec. 12, 1956
3:00 p.m.

Manson Construction & Engineering Co.
5209 East Marginal Way
Seattle 4, Washington

Contract for Newberg-Dorin Corner Structures, Marion and Yamhill Counties, for which you submitted low bid on November 8, 1956 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
C. W. Head
✓ Files

U-190(18) Ashland Undercrossing- 1956
Helman St. (Ashland Sec.),
#4838 Pacific Hwy.

L. Shaw

RECEIVED
APR 2 1964

FOR FILING

4196(18)

4838

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 30, 1964

To: F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: 12th Street-N. Ashland ✓
Pacific Highway
Jackson County

Ashland Undercrossing -
Helman Street
Jackson County

Enclosed herewith is a letter from Earl E. Lininger of the M. C. Lininger & Sons, Inc., general contractors in Medford stating that they have removed the gravel owed to them by the State from the State source near the DeYoung property. This is the material of between 9,000 and 10,000 cubic yards which was promised to them to replace a like amount of their own material which was used on the Ashland Undercrossing-Helman Street project. This material was promised to them as per Mr. F. D. Morgan's letter dated January 29, 1957. Therefore the State's obligation of replacing this material to Mr. Lininger has been fulfilled.

John Quiner II
John Quiner II
Ass't. Division Engineer

JQII:lf
Attach.

RECEIVED
MAR 31 1964
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
MAR 31 1964
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE CCE

co

ORM B-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Roseburg, Oregon
Jan. 29, 1957

Earl E. Lininger
M. C. Lininger and Son
General Contractors
P. O. 1386
Medford, Oregon

Re: Ashland Undercrossing-Helman St.

Dear Sir:

I am in receipt of your letter of January 24, 1957 wherein you indicate that your Copany plans to crush the gravel for the J. C. Compton Company on the Ashland Undercrossing-Helman Street Project. In your letter you request that arrangements be made so that you can crush this material from your own gravel bar and at some future date, probably within two years, you will remove a like amount of material from the State-owned gravel source which was set up in the contract.

This plan meets with approval of this office and you are hereby authorized to crush suitable gravel from your own source and plan to be reimbursed later for a like quantity of material from the State-owned bar. Please be advised that the removal of this material shall be accomplished in such manner that it does not endanger adjacent property along the channel of Bear Creek nor create a hazard to the Highway.

Total amount of crushed materials to be produced under the contract will be somewhere between 9,000 and 10,000 cubic yards. Please advise this office prior to your need for the removal of this material from State property sufficiently in advance of said removal for us to take whatever steps are necessary to expedite this opeation.

Very truly yours,

F. D. Morgan
Division Engineer

dls

RECEIVED
[illegible] 1957
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 10, 1957

[illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4838	9 Final	J. C. Compton Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27492	H198183	$4,772.11	12-10-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 140 workdays from 3-1-57

Time Extensions: None

Completion Date: Aug. 24, 1957

Date Accepted: Oct. 31, 1957

Penalties: None of record

Claims:

Remarks: Claim by City Superintendent, City of Ashland, against Thomas Const. Co., subcontractor, for $1,070.90.

Date: Dec. 11, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

DEC 11 1957
GKW.

NOTED ON CARD
ems

RECEIVED
DEC 2 1957
FOR FILING

[illegible]

483

Nov. 29, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4838 for work on the Ashland Undercrossing-Helman St. Section of the Pacific Highway in Jackson County was completed by the contractor, J. C. Compton Company, on Aug. 24, 1957, and was formally accepted by the Highway Commission on Oct. 31, 1957.

Final payment in the amount of $4,772.11 will be released to the contractor on or after December 9, 1957. The total contract amount is $157,738.73, of which amount $1,629.87 represents force account items.

There is a claim filed against this project, of which you have been previously notified, in the amount of $1,070.90, filed by the City of Ashland against Thomas Construction Co., sub-contractor for J. C. Compton Company.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 25 1957
FOR FILING

October 21, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 24, 1957, regarding rocking and paving trenches where water and sewer pipes were installed under Order for State Force Work No. 285, dated July 22, 1957, on Contract No. 4038, Ashland Undercrossing-Helman St. (Ashland) Section, Oregon Project UI-190(18).

It is not practical to make a special agreement with the City of Ashland for the work at this late date. We are, therefore, withdrawing request for federal participation on this work order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

RECEIVED
SEP 26 1957
FOR FILING
U-190(18)

4838

08-35

September 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force Work No.
285, Ashland Undercrossing-Helman
Street (Ashland), Pacific Highway,
Oregon Project U-190(18), Contract
No. 4838

Dear Sir:

The subject work order, dated July 22, 1957 is being held without action.

The present agreement with the City of Ashland, dated December 7, 1956 does not provide for the work covered by the work order. A revised or new agreement between the State of Oregon and the City of Ashland covering this work must be submitted before the subject order can be considered.

Very truly yours,

C. G. POLK
Division Engineer

Original to SHP

RECEIVED
SEP 27 1957
FOR FILING
11-190 (12)
4838

September 26, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. in connection with Contract No. 4838, covering grading and paving on the Ashland Undercrossing-Helman Street Section of the Pacific Highway in Jackson County. This payment in the amount of $12,830.24 will be released to the contractor on or after October 7, 1957. The retained percentage is $4,730.93.

There is a claim filed against this project, of which you have been previously notified.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

fp

NOTED ON CARD

RECEIVED
SEP 11 1957
FOR FILING

[illegible]

[illegible]

September 11, 1957

503

Mr. L. R. Hawley
488 N. Main Street
Ashland, Oregon

Dear Sir:

In accordance with your letter of August 27, we investigated the condition of your driveway and you were contacted at the time of the investigation. The investigation revealed that an ordinary automobile may enter or exit from the driveway without any dragging on the curb or pavement. Pictures were taken, of which I enclose a reproduced copy, which further indicate that the driveway should be satisfactory if properly driven.

To make any change in the driveway would mean the lowering of the sidewalk, thus resulting in a hazardous condition for pedestrians. This, coupled with the fact that there is no apparent need for revision, makes it necessary that we deny your request for any change in the driveway as constructed.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
Encl.
cc Mr. Forrest Cooper
Mr. Tom Edwards

SEP 57

SEP 57

FORM 2-90X—27,500—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 5, 1957

SUBJECT: L. R. Hawley complaint, Ashland #503-FC

To: E. A. Pease
Construction Office Engineer
Salem, Oregon

As requested in your assignment of August 30, 1957, I have interviewed Mr. L. R. Hawley who lives at 488 North Main Street in the City of Ashland. Mr. Hawley's place of residence is on the easterly side of the recently completed Ashland Undercrossing to Helman Street Section. Mr. Hawley complains that his driveway is so steep that the cars drag on the pavement coming in and out.

I submit herewith two photographs labeled #1 and #2 which were taken of the Hawley approach. Photograph #1 is a view of the Hawley approach from looking northerly showing a 1957 State Chevrolet in the worst possible position for interference with its passage. The middle of the Chevrolet clears the ground of the road approach approximately 3 inches. You can see daylight underneath the car. The rear bumper cleared the pavement out in the street, approximately 4 feet out from the curb, a good 3 to 4 inches. View #2 is looking easterly opposite Mr. Hawley's road approach. You will note the evident clearance of the back bumper above the pavement, also the way in which the backside of the road approach apparently matches the original lawn and driveway to Mr. Hawley's house.

This road approach is somewhat steeper than normal, however, the 1957 Chevrolet was maneuvered in and out of this approach without dragging bumpers or in the middle of the car. I presume that a Cadillac or some such make would possibly drag while proceeding across this road approach. I advised Mr. Hawley that I could not recommend revision of this driveway. I recommend that Mr. Hawley be so advised by your office.

F D Morgan

F. D. Morgan
Division Engineer.

CONSTRUCTION DIVISION
RECEIVED
SEP - 9 1957

NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

dls
encls.

A

ASSIGNMENT

Date: August 30, 1957 No. 503 By *fc*

Description: Letter of August 27 from L. R. Hawley, Ashland, regarding his driveway, which he states was left in bad condition by contractor.

Acknowledged by____ Referred to Edwards

XXX_Investigate ~~and report with recommendation~~
__Such action as necessary and report
__Comment or recommendation
XX_Return with rough draft of reply
__Prepare reply for signature of Mr.______
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 9-10-57 Report Received______

---

ind Ux
7-57
a
t
ulter
t
hmain
ty
park
main
so

Slaap that the cars
drag on the pavement
coming in and out
of my place isnt
there something that

TMENT
Report
ONLY

ek Ending 30 Aug 57, 19
grading, paving
15-1054
ber 4838
k days 140
d 116
he elapsed 83 %
$162,435.85
11.3 %
100 %
vas completed 24 Aug 57, 19

mportant development, instructions to contractors,

NOTED

CONSTRUCTION DIVISION
RECEIVED
1957

Noted
M. N. Juve

NOTED-- CE ACE COL

Signed Walter B. Hake Res Engr
Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

Ashland Ore
Aug 27-57

State Highway Com
Dear Sirs

PLEASE RETURN TO
FORREST COOPER

I have a kick coming about the way the contractor left my driveway at my place on Northmain St 488 N Main the city wont let anybody park there cars on north main and my driveway is so steep that the cars drag on the pavement coming in and out of my place isnt there something that

---

Form

DEPARTMENT

...ort

Sect
High
Con
Dat
Dat
Pr Ex
Es
E
P E
E

...ng 30 Aug 57, 19
grading, paving
15-1054
4838
140
116
...sed 83 %
$162,435.85
11.3 %
100 %
...mpleted 24 Aug 57, 19

...rtant development, instructions to contractors,

NOTED

CONSTRUCTION DIVISION
RECEIVED
1957

Noted
M. N. Juve

NOTED CE ACE COE

Signed Walter B. Res Engr
Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 184

Form E-1—10M—12-36

A

OREGON STATE HIGHWAY DEPARTMENT

CTIO

30 Aug 57, 19

Section ... grading, paving

Highway ... 15-1054

Contractor ... 4838

Date of cont ... 140

Date work ... 116

Project aut
Exclusive ... 83 %

Estimated ... $162,435.85

Estimated ... 11.3 %

Per cent of
Engineerin ... 100 %

Engineerin ... 24 Aug 57, 19

Ger
instructio ...elopment, instructions to contractors,

can be done about
it and oblige
Yours truly
L. R. Hawley
488 N Main St
Ashland Ore

RECEIVED
STATE ... DIVISION

NOTED

CONSTRUCTION DIVISION
RECEIVED
... 1957

NOTED-- CE ACE COL

Noted
M. N. Juve

Signed Walter Res Engr

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

Form E-1—1034—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 30 Aug 57, 19

Section Ash Uxing - Helman St (Ash)

Kind of work grading, paving

Highway Pacific County Jackson

Section prefix 15-1054

Contractor J C Compton Co

Contract number 4838

Date of contract 17 Dec 56, 19

Specified work days 140

Date work started 9 Jan 57, 19

Work days used 116

Project authorization . . . . . $ 197,047.69

Exclusive of engineering . . . . . $ 183,035.41

Per cent of time elapsed 83 %

Estimated cost of completed project, exclusive of engineering . . . . $ 162,435.85

Estimated per cent overrun or underrun . . . . 11.3 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . . $ 14,012.28

Engineering cost to date $ 22,078.32, 157.6 %

Date project was completed 24 Aug 57, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job was completed Saturday, 24 August 1957.

THIS IS A FINAL REPORT

NOTED

CONSTRUCTION DIVISION
RECEIVED
1957

Noted
M. N. Juvo

NOTED— ☐ CE ☐ ☐ ACE ☐ ☐ CO

Signed Walter W. Hahn Res Engr

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.1	1.1			1.1
Miles partially completed	1.1	1.1			1.1
Miles completed	1.1	1.1			1.1
Total estimated quantities (contract)	6,200	5,330			6,800
Total quantities corrected to date	6,200	5,330			6,100
Estimated quantities moved or placed to date	6,200	5,330			6,100
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 13 1957
FOR FILING
[illegible]
[illegible]

August 28, 1957

Mr. F. C. Biegel
City Superintendent
Ashland, Oregon

Dear Sir:

Your letter of August 1, to which was attached a copy of a list of invoices in the amount of $1,070.90 for work and materials furnished to T. W. Thomas on the North Main Street and couplet construction projects in Ashland, has been referred to this office for reply.

It appears that the project to which you refer is our Contract No. 4838 awarded to J. C. Compton Co., McMinnville, for grading and paving the Ashland Undercrossing-Helman Street project in Ashland. Our records indicate that Mr. Thomas acted as a subcontractor under Compton. The State does not recognize subcontractors but looks to the principal contractor for satisfactory completion of the project and payment of all bills incurred in the job.

The Glens Falls Insurance Company, through Jewett, Barton, Leavy & Kern, Lewis Building, Portland 4, furnished the Performance Bond for this contract, which bond is given to assure completion of the job and payment of all bills incurred in it. The State does not make payments directly to the claimants and in view of a Supreme Court ruling a year or so ago we do not withhold payments to contractors because of claims unless requested to do so by the Surety.

We suggest that you contact J. C. Compton Co., P. O. Box 86, McMinnville, and if you wish to protect your claim for a period longer than six months following completion of the project and acceptance by the Highway Commission that you file your claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the procedure for this filing. In the meantime the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FAQ:fp

NOTED ON CARD

Cooper

It is not our custom to hold up payments on requests of this kind, especially when the unpaid bills are owed by a subcontractor. Also, requests of this kind usually come to Glassyer who advises the person making the request how to take advantage of the protection afforded by the bond.

I will take no steps to hold up payments unless I have orders from you to do so.

Sid

NOTED
H. B. C[illegible]ER

WAY DEPARTMENT
RRESPONDENCE

gon
57

T: Statement of Charges
City of Ashland

he City of Ashland, through
sking that we hold up
Company"final payment until
is refers to the present
Under-crossing Helman Street
b-contractor for J. C. Compton.

with a list of invoices, none

L. R. Chandler
Ass't Division Engineer

sc
Enc.

Copies to
Robert
Cooper

REFERRED TO
Glassyer
BY DEPUTY STATE HIGHWAY ENGINEER
for appropriate action

CONSTRUCTION DIVISION
RECEIVED
[illegible] 1 5 1957
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

NOTED
H. B. C[illegible]YER

FORM 530—50M—5-57—1470

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 14, 1957

SUBJECT: Statement of Charges
City of Ashland

To: Tom Edwards
Construction Engineer

I enclose a letter from the City of Ashland, through City Superintendent E. C. Biegel, asking that we hold up payment on the "Thomas Construction Company" final payment until their account had been settled. This refers to the present contract in Ashland , North Ashland Under-crossing Helman Street Section upon which Mr. Thomas is sub-contractor for J. C. Compton.

The letter is accompanied with a list of invoices, none of which are detailed.

for L. R. Chandler
Ass't Division Engineer

sc
Enc.

Copies to
Robert
Cooper

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER
for appropriate action

CONSTRUCTION DIVISION
RECEIVED
AUG 15 1957
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CCE

REFERRED TO
[illegible]
BY SECRETARY

[illegible] mail copy to Tom Edwards [illegible]

NOTED
H. B. GLAISYER

CITY OF ASHLAND

[illegible]

Famous for Health Giving Mineral Water

Home of the Shakespearean Festival

OFFICE OF CITY [illegible]

[illegible]
[illegible]
[illegible]

[illegible]

We are submitting [illegible] invoice that [illegible] been sent to the [illegible] Company for work and material [illegible] on the [illegible] and the [illegible] tion pr[illegible] [illegible]

[illegible] has made one payment on the Tourist In-[illegible] in the North Main Street project.

We request that you hold up payment on the Thomas Construction Company final payment until our account has been paid.

We thank you for your consideration.

Yours truly,

E. C. Biegel

E. C. Biegel
City Supt.

NOTED ON CARD

em

Thomas Construction Co.

Invoice #		
[illegible]	2.98	
[illegible]	48.72	
[illegible]	[illegible]	
66[illegible]	[illegible].18	
6665	6.9[illegible]	
666[illegible]	5.[illegible]	
6681	71.[illegible]	
66[illegible]	124.[illegible]	
6[illegible]	48.0[illegible]	
67[illegible]	33.52	
6704	3.[illegible]	
6717	7.00	
6733	202.11	
6743	3.25	
6747	62.08	
TOTAL		776.96
6751		201.32
6752		92.62
TOTAL		1070.90

RECEIVED
SEP 13 1957
FOR FILING

[illegible]

4[illegible]

file

4838

August 28, 1957

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

A letter has been forwarded to this office written by Mr. E. C. Biegel, City Superintendent, Ashland. To the letter was attached a statement of claim in the amount of $1,070.90 for work and materials furnished to T. W. Thomas, on our Contract No. 4838 awarded to J. C. Compton Co. for grading and paving the Ashland Undercrossing-Helman Street Section of the Pacific Highway in Ashland. It appears that Mr. Thomas acted as a subcontractor for J. C. Compton Co. on this job.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

FAQ:fp

RECEIVED
AUG 29 1957
FOR FILING

U-190(18)

[illegible]

August 28, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 24, 1957, on Contract No. 4838, Ashland Undercrossing-Helman St. (Ashland) Section, in Jackson County, in connection with Federal Aid Project No. U-190(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DSP:bb

cc: Clarence G. Swenson

RECEIVED
NOV 5 - 1958
FOR FILING

FORM S-203—37,900—6-57—1477

U-190 (18)

4838

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1957

SUBJECT: Ashland Undercrossing-Helman St.
Pacific Highway
Contract No. 4838

To: Mr. C. H. Maison
Auditor
Office

L

I am forwarding herewith a copy of a letter of claim from the City of Ashland for work and materials that have been used on the subject named job.

This claim is in the amount of $1,070.90. It is suggested that payments to the contractor in this amount be withheld until a mutual agreement is reached between the City of Ashland and Mr. Thomas, the sub-contractor on the job.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc H. B. Glaisyer ✓
S. H. Probert

NOTED
H. B. GLAISYER

A

RECEIVED
AUG 12 1957
FOR FILING

[illegible]

[illegible]

August 6, 1957

Mr. [illegible] G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 405 covering rocking and paving water and sewer trenches on the Ashland Undercrossing-Helman Street (Ashland) Section of the Pacific Highway in Jackson County, Contract No. [illegible], in connection with Federal Aid Project No. U-490(10).

In accordance with the agreement with the City of Ashland, copies of which are attached, the city would be reimbursed for moving its utilities.

In addition to the required utilities, the city replaced its old water main with new pipe running nearly the entire length of the project with the understanding that no charges would be made for moving utilities if the State would pave the trench. The water main was laid nearly two months before the contractor could start paving. A state paving crew was not available to pave the area and the city was requested to do the surfacing and paving, which it did June 3 and 4. The trench was in a traffic lane.

The cost of moving and adjusting city utilities, not including the water main, has been estimated at approximately $5,000 and would be eligible for Federal participation, under the provisions of GAM-300. Approval of this order is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
MAY 22 1957
FOR FILING

U-190(18)

4838

May 21, 1957

Mr. Chester C. Squire, Principal
George A. Briscoe School
265 N. Main
Ashland, Oregon

Dear Sir:

This will acknowledge your letter of May 5, addressed to Mr. Frank Morgan, Division Engineer in Roseburg, with regard to the school-crossing signal on North Main Street (US99) and the possible need for adjustment of this signal installation because of the widening of this highway section to four lanes.

In the first instance this signal was installed by the City, our Department being concerned solely to the extent that the City, in making such installation, use standard-type signal equipment. Our Department will care for any pole relocations, rewiring, et cetera, necessitated by reason of the widening project such as replacing the signal in kind for the four-lane section.

You asked questions in your letter regarding the adequacy of this signal and certain other aspects which I will answer as follows:

In Item 1 of your letter you asked whether the present type traffic light is adequate for a four-lane road. It is our current practice, with respect to signal indications on a four-lane section, to use two signal light assemblies. Our Department will furnish and place the additional signal head assembly for such signal readjustments as are necessary by reason of the widening work.

In Item 2, you asked whether approach signals should be installed since this is the only traffic light on this side of town. I believe that standard advance "TRAFFIC SIGNALS AHEAD" signs will give adequate advance warning.

In Item 3, you raised the question of need for relocation of the present signal to better accommodate student traffic and help reduce the increased hazards of a four-lane road. At the time the City made this installation, there was a suggestion that the signal be located immediately opposite the school entrance and at mid-block rather than at the intersection. At that time, our Department advised against the mid-block location in that it would create a surprise situation for motorists on the highway, as they tend to watch for pedestrian movement at intersections and not at locations which have some aspects of a jaywalking situation. Our thinking has not changed in this regard and we are still of the opinion that the best location for any signal is at an intersection rather than at a mid-block location.

I am, through a copy of this letter, advising Mr. Frank Morgan, our Division Engineer, of the situation and asking that he care for such signal pole adjustments, rewiring, et cetera, due to the widening project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. E. C. Biegel
City Manager
Ashland

Mr. W. C. Williams
Mr. F. B. Crandall
Mr. Frank Morgan
Mr. W. O. Widdows

FBC:pt eh fn

FORM 230—50M—8 57—1670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1957

SUBJECT: Ashland Undercrossing-Helman Street
Pacific Highway

To: Mr. F. B. Crandall
Traffic Engineer
Office

I am forwarding herewith a copy of a communication from Mr. Chester C. Squire, Principal of the Briscoe School in Ashland, in which he questions the adequacy of the present signal installation when the four-lane proposed new undercrossing is completed.

Will you please make the determination as to this matter and rough draft a letter for the front office to answer Mr. Squire.

Tom Edwards
Construction Engineer

By

I. H. Young
Ass't Construction Engineer

IHY:jc

Encl.

cc Forrest Cooper

RECEIVED
MAY 13 1957
TRAFFIC ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 7, 1957

SUBJECT: Traffic Light
Ashland Undercrossing-Helman St. Sec.

To: L. H. Young
Ass't. Construction Engineer
Salem, Oregon

I submit herewith a copy of a letter from Mr. Chester C. Squire, Principal of the Briscoe School in Ashland, wherein Mr. Squire requests certain information regarding a traffic light which serves the children crossing North Main Street in Ashland.

I believe this matter should be referred to the Traffic Department for handling.

F. D. Morgan
Division Engineer

dls
encl.

COPY

GEORGE A. BRISCOE SCHOOL
Ashland, Oregon
265 N. Main

May 5, 1957

F. Morgan
Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Dear Mr. Morgan:

As you know, North Main Street in Ashland is being widened into a four lane highway. This presents a problem to our school which is situated on this street. At present we have a manually operated traffic light which in the past has been adequate for our purpose in getting youngsters across the street safely even though it isn't located where we would like most to have it.

We are wondering about the following:

1. Is the present type traffic light adequate for a four lane road?
2. Should there be approach signals since this is the only traffic light on this side of town?
3. Should the traffic light be relocated to better accommodate student traffic and to help reduce the increased hazards of a four lane road?

Would it be possible to have the traffic light situation reviewed before construction proceeds much further? It may be changes are advisable and the sooner this is determined the better.

Sincerely

/s/ Chester C. Squire

Chester C. Squire, Prin.
Briscoe School

copy made 5/15/57
eh

May 1, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Ashland Undercrossing-Helman St. (Ashland) Section, Project No. U-190(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMC:ia

4838

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Ashland Undercrossing-Helman (Ashland) Section
[illegible] Highway
[illegible] County

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4838 J. C. Compton Co. 12-17-56

DATE OF COMPLETION:

140 Workdays from 3-1-57

REMARKS:

Form PR 2 (Revised 1960)

State Oregon

Project No. U-190(18)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of May, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of June, 1956, a program, which was approved on the 22nd day of June, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 23rd day of November, 1956, and the sum of one hundred four thousand, and 00/100 dollars ($104,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations "P" 84+54.89 and 138+42.04, in Ashland,

, length 1.020 miles, in Jackson County, being Oregon project No. U-190(18), consisting of 1.020 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,. ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred four thousand, and 00/100 dollars ($104,000.00), which does not exceed the authorized Federal pro rata share of one hundred sixty nine thousand, one hundred seventy two and 85/100 dollars ($169,172.85), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By C F Volk
District~~xxxx~~
Division Engineer,
Bureau of Public Roads.

March 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Ashland Undercrossing-Helman Street (Ashland) Section, Project No. U-190(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:bb

Oregon State Highway Department

Federal Aid
Project No. U-190(18)

ASHLAND [illegible] SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 15, 1957

Type Code 4201
Roadway (Sta. 84/54.89 to Sta. 138/42.04 equals [illegible]) (Contract No. [illegible])

All Required	Clearing and Grubbing (90%)	$	$ 4,230.00
800 sq. yds.	Removal of Pavement	0.40	320.00
20 only	Removal of Catch Basins	20.00	400.00
5,200 lin. ft.	Removal of Curbs	0.15	780.00
1,400 lin. ft.	Removal of Curbs and Gutters	0.50	700.00
1,200 sq. yds.	Removal of Walks and Driveways	0.35	420.00
5,000 lin. ft.	Cutting Walks and Driveways	0.20	1,000.00
1,900 cu. yds.	Drainage Excavation, Unclassified	2.75	5,225.00
800 cu. yds.	Structural Excavation, Unclassified	3.00	2,400.00
6,000 cu. yds.	General Excavation, Unclassified	0.70	4,200.00
1.02 miles	Finishing Roadbed and Slopes	1,000.00	1,020.00
900 lin. ft.	Rounding Cutbanks	0.30	270.00
80 lin. ft.	18-inch Corrugated Metal Pipe	5.50	440.00
2,200 lin. ft.	6-inch Perforated Metal Drain Pipe	1.75	3,850.00
270 cu. yds.	Special Backfill in Drains	3.75	1,012.50
1,700 lin. ft.	8-inch Sewer Pipe	1.40	2,380.00
900 lin. ft.	12-inch Sewer Pipe	1.75	1,575.00
220 lin. ft.	15-inch Sewer Pipe	2.25	495.00
1,400 lin. ft.	18-inch Sewer Pipe	2.75	3,850.00
400 lin. ft.	21-inch Sewer Pipe	4.00	1,600.00
900 lin. ft.	Extra for Pipe Under Pavement	3.00	2,700.00
12 only	Concrete Manholes	240.00	2,880.00
30 only	Concrete Catch Basins	72.00	2,160.00
15 only	Special Concrete Catch Basins	125.00	1,875.00
16 only	Adjustment of Manholes	30.00	480.00
400 cu. yds.	Concrete Curbs	49.50	19,800.00
520 sq. yds.	Concrete Driveways	5.00	2,600.00
380 sq. yds.	Concrete Walks	4.00	1,520.00
160 cu. yds.	Class "A" Concrete in Walls	48.00	7,680.00
23,400 lbs.	Metal Reinforcement in Walls	0.14	3,276.00
4,100 cu. yds.	Coarse Crushed Material in Base	3.00	12,300.00
1,000 cu. yds.	3/4" - 0 Material in Base	3.40	3,400.00
190 M-gals.	Sprinkling	3.50	665.00
1.02 miles	Preparation of Base	1,000.00	1,020.00
135 cu. yds.	3/4" - 0 Material in Binder Course	4.00	540.00
21 tons	RC-3 Asphalt in Binder Course	55.00	1,155.00
6,350 tons	Asphaltic Concrete Mixture	5.50	34,925.00
370 tons	85-100 Asphalt in Mixture	37.00	13,690.00
16 tons	SS-1 Asphalt	60.00	960.00
			$149,793.50
All Required	Flagging (57½% of Contractor's Cost)		4,000.00

Subtotal	$153,793.50
10% Ingr. & Cont.	15,379.35
Total	$169,172.85

Length of Roadway 1.020 Miles
Cost of Roadway Per Mi. $165,855.73

Federal Funds..	$104,000.00
State Funds..	65,172.50
	$169,172.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. U-190(18)

ASHLAND UNDERCROSSING-HELMAN STREET (ASHLAND) SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 20, 1956

Type Code 6201
Roadway (Sta. 84+54.89 to Sta. 138+42.04=8+67.68)

All Required		Clearing and Grubbing (90%)		$ 4,500.00
800	sq. yds.	Removal of Pavement	$0.50	400.00
20	only	Removal of Catch Basins	25.00	500.00
5,200	lin. ft.	Removal of Curbs	0.25	1,300.00
1,400	lin.ft.	Removal of Curbs and Gutters	0.40	560.00
1,200	sq. yds.	Removal of Walks and Driveways	0.30	360.00
5,000	lin. ft.	Cutting Walks and Driveways	0.25	1,250.00
1,900	cu. yds.	Drainage Excavation, Unclassified	3.50	6,650.00
800	cu. yds.	Structural Excavation, Unclassified	5.00	4,000.00
6,000	cu. yds.	General Excavation, Unclassified	1.25	7,500.00
1.02	Miles	Finishing Roadbed and Slopes	1,000.00	1,020.00
900	lin. ft.	Rounding Cutbanks	0.25	225.00
80	lin. ft.	18 Inch Corrugated Metal Pipe	4.50	360.00
2,200	lin. ft.	6 Inch Perforated Metal Drain Pipe	2.50	5,500.00
270	cu. yds.	Special Backfill in Drains	6.00	1,620.00
1,700	lin. ft.	8 Inch Sewer Pipe	1.50	2,550.00
900	lin. ft.	12 Inch Sewer Pipe	2.25	2,025.00
220	lin. ft.	15 Inch Sewer Pipe	3.00	660.00
1,400	lin. ft.	18 Inch Sewer Pipe	4.00	5,600.00
400	lin. ft.	21 Inch Sewer Pipe	4.75	1,900.00
900	lin. ft.	Extra for Pipe under Pavement	4.00	3,600.00
12	only	Concrete Manholes	325.00	3,900.00
30	only	Concrete Catch Basins	85.00	2,550.00
15	only	Special Concrete Catch Basins	125.00	1,875.00
16	only	Adjustment of Manholes	60.00	960.00
370	cu. yds.	Concrete Curbs	55.00	20,350.00
520	sq. yds.	Concrete Driveways	6.00	3,120.00
380	sq. yds.	Concrete Walks	4.50	1,710.00
160	cu. yds.	Class "A" Concrete in Walks	55.00	8,800.00
23,400	lbs.	Metal Reinforcement in Walks	0.15	3,510.00
4,100	cu. yds.	Coarse Crushed Material in Base	3.00	12,300.00
1,000	cu. yds.	3/4" - 0 Material in Base	3.25	3,250.00
190	M-gal.	Sprinkling	3.00	570.00
1.02	Miles	Preparation of Base	500.00	510.00
135	cu. yds.	3/4" - 0 Material in Binder Course	4.75	641.25
21	tons	RC-3 Asphalt in Binder Course	55.00	1,155.00
6,350	tons	Asphaltic Concrete Mixture	6.00	38,100.00
370	tons	85-100 Asphalt in Mixture	32.00	11,840.00

16 tons	RS-1 Asphalt	$60.00	$ 960.00
			$168,181.25
All Required	Flagging (57½% of Contractor's Cost)		4,000.00
	Subtotal		$172,181.25
	10% Engr. & Cont.		17,218.12
	Total		$189,399.37

Length of Roadway 1.020 Miles
Cost of Roadway per Mile $185,685.65

Federal Funds -	$117,000.00
State Funds -	72,399.37
	$189,399.37

Oregon State Highway Department

Federal Aid
Project No. U-190(18)

ASHLAND UNDERCROSSING-HELMAN STREET (ASHLAND) SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 20, 1956

Type Code 6201

Roadway (Sta. 84+54.39 to Sta. 138+42.04 = 53+87.65)

All Required	Clearing and Grubbing (90%)		$ 4,500.00
800 sq. yds.	Removal of Pavement	$ 0.50	400.00
20 only	Removal of Catch Basins	25.00	500.00
5,200 lin. ft.	Removal of Curbs	0.25	1,300.00
1,400 lin. ft.	Removal of Curbs and Gutters	0.40	560.00
1,200 sq. yds.	Removal of Walks and Driveways	0.30	360.00
5,000 lin. ft.	Cutting Walks and Driveways	0.25	1,250.00
1,900 cu. yds.	Drainage Excavation, Unclassified	3.50	6,650.00
800 cu. yds.	Structural Excavation, Unclassified	5.00	4,000.00
6,000 cu. yds.	General Excavation, Unclassified	1.25	7,500.00
1.02 miles	Finishing Roadbed and Slopes	1,000.00	1,020.00
900 lin. ft.	Rounding Cutbanks	0.25	225.00
80 lin. ft.	18-inch Corrugated Metal Pipe	4.50	360.00
2,200 lin. ft.	6-inch Perforated Metal Drain Pipe	2.50	5,500.00
270 cu. yds.	Special Backfill in Drains	6.00	1,620.00
1,700 lin. ft.	8-inch Sewer Pipe	1.50	2,550.00
900 lin. ft.	12-inch Sewer Pipe	2.25	2,025.00
220 lin. ft.	15-inch Sewer Pipe	3.00	660.00
1,400 lin. ft.	18-inch Sewer Pipe	4.00	5,600.00
400 lin. ft.	21-inch Sewer Pipe	4.75	1,900.00
900 lin. ft.	Extra for Pipe Under Pavement	4.00	3,600.00
12 only	Concrete Manholes	325.00	3,900.00
30 only	Concrete Catch Basins	85.00	2,550.00
15 only	Special Concrete Catch Basins	125.00	1,875.00
16 only	Adjustment of Manholes	60.00	960.00
400 cu. yds.	Concrete Curbs	55.00	22,000.00
520 sq. yds.	Concrete Driveways	6.00	3,120.00
380 sq. yds.	Concrete Walks	4.50	1,710.00
160 cu. yds.	Class "A" Concrete in Walls	55.00	8,800.00
23,400 lbs.	Metal Reinforcement in Walls	0.15	3,510.00
4,100 cu. yds.	Coarse Crushed Material in Base	3.00	12,300.00
1,000 cu. yds.	3/4" - 0 Material in Base	3.25	3,250.00
190 M-Gals.	Sprinkling	3.00	570.00
1.02 miles	Preparation of Base	500.00	510.00
135 cu. yds.	3/4" - 0 Material in Binder Course	4.75	641.25
21 tons	RC-3 Asphalt in Binder Course	55.00	1,155.00
6,350 tons	Asphaltic Concrete Mixture	6.00	38,100.00
370 tons	85-100 Asphalt in Mixture	32.00	11,840.00
16 tons	RS-1 Asphalt	60.00	960.00
			$169,831.25

		$169,831.25
All Required	Flagging (57½% of Contractor's Cost)	4,000.00
	Subtotal	$173,831.25
	10% Engr. & Cont.	17,383.12
	Total	$191,214.37

Length of Roadway 1.020 miles
Cost of Roadway per mile $187,465.06

Federal Funds	$118,000.00
State Funds	73,214.37
	$191,214.37

A

RECEIVED
1957
FOR FILING
FORM

11-19-02

4:28

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RAILROAD COMPANIES
FILE No. 476

March 20, 1957
Salem Office

SUBJECT: File No. 26023-Easement and Agreement with S.P. Company, Ashland Undercrossing-Helman Street Section on U. S. 99 in Ashland

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Herewith I hand you executed duplicate counterpart of construction agreement relative to encroachments on the right of way of Southern Pacific Company on the above titled project.

The executed copy of the easement agreement is being forwarded to Mr. E. F. Saling, Office Manager, for processing and recording, and, after the instrument has been recorded, I anticipate that it will be forwarded to you for your records. Copies of this communication and multilithed copies of the instruments have been sent to those indicated below.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper ✓
Mr. Tom Edwards (2)
Mr. Frank Morgan (2)
Mr. E. F. Saling

NOTED

RECEIVED
MAR 20 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 14 1957
FOR FILING

FORM E-30X—27,800—8-56—96655

2-190 (1X)

4838

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1957

SUBJECT: Ashland Undercrossing-Holman St.
Pacific Highway
Jackson County
Contract #4838

To: Frank Morgan
Division Engineer
Division 3
Roseburg, Oregon

Reference is made to Laboratory Reports #413405, 413406, 413407, and 413543, dated March 11, 1957, showing the following deficiencies:

Laboratory Report #413405 - 3/4"-1/4" crushed gravel
Plus or minus 2% deficient in material retained on the 1/2" screen. 11/1% excess in material passing the 1/4".

Laboratory Report #413406 - 413407 - 1/4"-10 crushed gravel
Plus and minus 4% excess in material retained on a #10 sieve.

Laboratory Report #413543 - 1/4"-10 crushed gravel
10.1% excess retained on the 1/4" screen. Two percent excess passing the #10 sieve.

It would appear from the above deficiencies that additional changes should be made in the plant and pit operations of the contractor in order that suitable asphaltic concrete aggregate and seal coat material can be produced. While the deficiencies are not of major size, it will be necessary to have the resident engineer instruct the contractor to make the necessary alterations to his operations to produce fully acceptable aggregate.

Please have the resident engineer obtain samples of the corrected material and submit them to the Salem Laboratory so clearly marked that they may be readily identified as improved aggregate.

Tom Edwards
Construction Engineer

by L. H. Young
L. H. Young
Assistant Construction Engineer

NOTED
FORREST [illegible]

RECEIVED
MAR 13 1957
OFFICE OF
STATE HIGHWAY ENGINEER

LHY/WCH/ELY

Enclosures

cc: Forrest Cooper
Ray Webber

RECEIVED
FEB 20 1957
FOR FILING

[illegible]

4838

February 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Department
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering revision of signal lines and four poles on the Ashland Undercrossing-Helman Street (Ashland) Section of the Pacific Highway in Jackson County, Contract No. 4838, in connection with Federal Aid Project No. U-190(18).

The poles and signal lines are on private property belonging to the Southern Pacific Railroad Company. Three copies each of the easement agreement with the State for this property and estimate of costs are enclosed. It is the obligation of the State to reimburse the Railroad for moving the lines. Billing for participation in costs will be made to the Government in accordance with the provisions in GAM-300.

The Agreement provides that the Railroad will do the work. Work was started February 4, 1957. Final revision of signal line and poles cannot be completed until the grading work is completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RUP:kr

Enclosures

A

RECEIVED
FEB 1 1957
FOR FILING

U-190 (18)

Salem, Oregon
January 31, 1957

Ashland Undercrossing-Helman
Section, US99 in Ashland

Mr. Tom Edwards
Construction Engineer

Herewith copy of a letter from W. H. Jeckle, Chief Engineer, Southern Pacific Company, San Francisco, authorizing us to proceed with the work on the Ashland Undercrossing-Helman Section.

Please notify A. W. Kilborn, Superintendent, Southern Pacific Company, Dunsmuir, California, when the work starts so that the Railroad Company may put their inspector on the job.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.

cc Mr. Frank Morgan

8-56-5M

8-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

912521/323

W. M. JAEKLE
CHIEF ENGINEER
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
H. M. WILLIAMSON
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES
G. J. LYON
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES

January 28, 1957

Mr. W. C. Williams (2)
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Att'n: Mr. G. S. Paxson,
Asst. State Hwy. Engineer

Dear Sir:

Reference is made to your letter dated January 15, 1957, concerning proposed highway construction on the Ashland Undercrossing-Helman Section of US 99 in Ashland.

J. C. Compton Company, the State's contractor on this project, has prepared and executed agreement with our company which is in the same form as the exhibit contained in the State's Special Provisions. This agreement is now in the process of being executed on behalf of the Southern Pacific Company. The contractor has also furnished insurance policies as required in his contract, and such policies have been reviewed and found to be satisfactory from a Railroad standpoint.

It is our understanding that the easement and construction agreements sent you with our letter of January 11th have now been executed on behalf of the State, and it is expected they will be returned to us in the near future so that we may arrange for similar action on behalf of the Railroad.

In view of the foregoing we are authorized to inform you that it will be satisfactory for the State to have its contractor proceed with the work on and adjacent to property of the railroad in advance of final completion of execution of the various documents.

Yours truly,

WM Jaekle

RECEIVED
JAN 30 1957
OREGON
STATE HIGHWAY COMMISSION

FORM E-123 SOM REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JAN 30 1957
FOR FILING
4-490 /8/
4838

[illegible]
W C [illegible]

CERTIFIED MAIL

January 29, 1957

Mr. W. M. Jackle, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: File No. 26023-Easement and Agreement
with S.P. Co., Ashland Undercrossing
Helman St. Section on U.S. 99 in
Ashland

Dear Mr. Jackle:

Herewith I am returning to you original and duplicate copy of construction agreement and original and duplicate copy of easement agreement covering the above titled project, your File 912521/323.

All copies have been executed by the Highway Commission and the copies of the easement agreement have been acknowledged.

It is expected that, in accordance with your letter of January 11, one fully executed counterpart of each instrument will be returned, and, it is requested that at that time we have ten additional copies of your Drawing 10081. It will expedite matters if your reply is directed to my attention.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. F. D. Morgan

RECEIVED
JAN 30 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 29 1957
FOR FILING

[illegible]

4838

January 28, 1957

Portland Wire & Iron Works
4644 S. E. Seventeenth Ave.
Portland 2, Oregon

Attention: C. A. Lomax

Gentlemen:

This letter is in reply to yours of January 24, 1957, requesting plans and specifications for catch basins, frames and grates and manhole frames and covers for the Ashland Undercrossing-Helman St. grading and paving project in Jackson County, our Contract No. 4838.

We enclose Sheet 1 and 2-A of the plans and standard drawing No. 2050 (Rev. Aug. 1956) which apply to the project, and standard specifications, Sections 35 and 36, which cover the items requested.

Very truly yours,

S. H. Probert
Office Engineer

By

Virgil G. O'Neil
Specifications Engineer

VGO'N:ia

cc: E. A. Pease
W. D. Hicks

RECEIVED
MAY 2 - 1957
FOR FILING

[illegible]

1138

Query

RAILROAD COMPANIES
FILE No. 426

Salem, Oregon
January 25, 1957

File No. 26023
Easement and Agreement with
S.P. Company, Ashland Undercrossing-Helman St. Section
onUS99 in Ashland

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached hereto are the original and duplicate copy of an easement agreement and the original and duplicate copy of a construction agreement with the Southern Pacific Company covering encroachments on the right of way of the Southern Pacific Company on the Ashland Undercrossing-Helman Street Section of the Pacific Highway in Ashland.

These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company. Please return one copy of each to this office when fully signed.

Secretary

rn
Attach: 4

FORM 230—12½M—6-55—98209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
January 18, 1957

SUBJECT: File No. 26023
Easement and agreement with
S. P. Company, Ashland Under-
crossing-Helman Street Section
on US 99 in Ashland

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Herewith I hand you, for execution by the State Highway Commission, original and duplicate copy of easement agreement and original and duplicate copy of construction agreement covering encroachments on the right of way of Southern Pacific Company on the above titled project.

After execution by the Highway Commission, please return all copies direct to me for further handling.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RH
ENCL.
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. Frank Morgan
Mr. Robert L. May, Jr.

Ⓐ
4 COPIES TO
BE SIGNED

AUTHORIZED BY HIGHWAY COMMISSION
DATE Contract awarded
H. B. Glaisyer
Secretary

A

RECEIVED
JAN 24 1957
FOR FILING

U-190 (18)

4838

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1957

SUBJECT:

To:

Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between J. C. Compton and T. W. Thomas covering Items 1 through 12, 21, 25 and 33, and the placing of Items 13, 14, 16 through 20, 22, 23, 24 and 26 through 32, on the Ashland Undercrossing-Helman Street, Contract No. 4838, Oregon U-190 (18) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

RECEIVED
JAN 23 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JAN 21 1957
FOR FILING

U-190 (18)

4838

January 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Ashland Undercrossing-Helman Street (Ashland) Section of the Pacific Highway in Jackson County, Contract No. 4838, in connection with Federal Aid Project No. U-190(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:ar
Encl.

RECEIVED
JAN 21 1957
FOR FILING

FORM E-30X—25M—5-55—06309

4-140 (13)

4838

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
January 18, 1957

SUBJECT: File No. 26023
Easement and agreement with
S. P. Company, Ashland Under-
crossing-Helman Street Section
on US 99 in Ashland

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Herewith I hand you, for execution by the State Highway Commission, original and duplicate copy of easement agreement and original and duplicate copy of construction agreement covering encroachments on the right of way of Southern Pacific Company on the above titled project.

After execution by the Highway Commission, please return all copies direct to me for further handling.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. Frank Morgan
Mr. Robert L. May, Jr.

NOTED
G. S. PAXSON

RECEIVED
1957
OFFICE OF
ENGINEER

RECEIVED
JAN 16 1957
FOR FILING

[illegible]

4328

January 15, 1957

Mr. W. M. Jaekle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Mr. Jaekle:

This will acknowledge receipt of your letter of January 11 and the easement and agreement covering the encroachment upon your right of way on the Ashland Undercrossing-Helman Section of US99 in Ashland. We are submitting these to our Highway Commission for its approval at the meeting to be held on January 22 and 23.

Our contract for this work is with the J. C. Compton Company, P. O. Box 86, McMinnville, Oregon, and was entered into with that company on December 17, 1956. We will fill in this date and the name of the contractor in the agreements which you have given us.

I would appreciate permission from your company to enter onto your right of way and proceed with the work when you have approved the contractor's insurance and have secured his signature on the agreement marked Exhibit A attached to the main agreement. I am asking this because it usually takes some little time to get agreements signed by our principals.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Frank Morgan

RECEIVED
JAN 16 1957
FOR FILING

4838

Salem, Oregon
January 15, 1957

Easement and agreement with
S. P. Company, Ashland Under-
crossing-Helman Street Section
on US99 in Ashland

Mr. J. W. DeSouza

I attach hereto duplicate counterparts and one extra copy of the easement and agreement covering the encroachment on the Southern Pacific Company right of way on the Ashland Undercrossing-Helman Street Section on US99 in Ashland.

These agreements are satisfactory from an engineers standpoint, and I have had Mr. Rohde look them over rather hurriedly as to their legal acceptability. He found nothing wrong with them. I would ask that you examine them and if you find them satisfactory, refer them to the Highway Commission for execution at the next meeting.

The contractor, Mr. J. C. Compton, has submitted his insurance policies and the agreement called for in Exhibit A attached to the main agreement, to the railroad company. I have had approval by telephone of entering onto railroad property and proceeding with the work as soon as these insurance policies and supplemental agreement are approved and executed by the railroad company and we are advised of this fact.

Attachments

G. S. Paxson

GSP:gm
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Frank Morgan

RECEIVED
JAN 11 1957
FOR FILING

[illegible]

4838

January 10, 1957

Mr. J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4838, which was awarded to you by the State Highway Commission on December 17, 1956, covering the Ashland Undercrossing-Helman St. (Ashland) Section of Pacific Highway in Jackson County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

TE:ar IH

RECEIVED
JAN 11 1957
FOR FILING

4F3K

January 10, 1957

Mr. C. G. Folk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 9, 1957, on Contract No. 4838, Ashland Undercrossing-Helman St. (Ashland) Section, in Jackson County, in connection with Federal Aid Project No. U-190(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:la

RECEIVED
JAN 21 1957
FOR FILING

CITY OF ASHLAND

ASHLAND, OREGON

U-190 (18)

Famous for Health-Giving Mineral Waters . . . . *Home of the Shakespearean Festival*

OFFICE OF CITY ATTORNEY
4838

January 9, 1957

W. C. WILLIAMS

State Highway Department
Salem, Oregon

Attention Mr. Forrest Cooper
Deputy State Highway Engineer

Dear Mr. Cooper:

I presented your letter of December 27 concerning the construction of the Ashland Undercrossing-Helman Street Section to the members of the City Council. The Council requested that I express to you their most sincere appreciation for your thorough explanation of the manner in which you have attempted to prevent any unnecessary delay in the construction as occurred on the Helman Street project.

The Council certainly was pleased with the more stringent specifications placed in the contract.

Again, on behalf of the Council, may I express to you our thanks for your cooperation and assistance in our mutual problem.

Very truly yours,

Harry A. Skerry, Jr.

HAS:mh

To W.C.W.
Authority is Requested to frame this for my den.

→ Better wait and see if contractor does as you told the Council
WCW

RECEIVED
JAN 18 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
JAN 2 - 1957
FOR FILING

198

December 27, 1956

Mr. Harry A. Skerry, Jr.
City Attorney
Ashland, Oregon

Dear Sir:

Reply is made to your letter of December 12 concerning anticipated difficulties in the city of Ashland during construction of the Ashland Undercrossing-Helman Street Section.

The call for bids for this project had gone our prior to receipt of your letter, and the contract was awarded to the J. C. Compton Company on the basis of its low bid. A total of 140 workdays was specified in the contract for completion of the project.

We appreciate the City's concern in this matter and have written a more stringent specification on this project, as we have with all others of late months, which includes a liquidated damage clause for noncompletion of work. In this particular instance, I feel that we are fortunate in having the J. C. Compton Company as the successful contractor. Its operations have always been of a high plane, and we do not anticipate the trouble on this project that occurred on the Helman Street project. We are faced with the fact that the problem of logistics with paving plants is a difficult one, but we feel that with the contractor now at hand the project will work out satisfactorily for all concerned. Our field engineers are being alerted to this problem, and we wish further to request that you contact us again at any time when any item appears to cause trouble.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. F. D. Morgan

TE:ar fn

ASSIGNMENT

Date: **December 21, 1956** No. 198 By Je

Description: **Letter of December 12 by Harry A. Skerry, Jr., City Attorney, Ashland, enclosing resolution requesting Commission to provide in contractor's agreement that reconstruction of N. Main St. be completed as soon as practicable after commencement**

Acknowledged by____ Referred to **Edwards** ✓

- __Investigate and report with recommendation
- __Such action as necessary and report
- __Comment or recommendation
- XX Return with rough draft of reply
- __Prepare reply for signature of Mr.________
- __Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 12-27-56 Report Received________

F ASHLAND
AND, OREGON

Home of the Shakespearean Festival

December 12, 1956

ooper

PLEASE RETURN TO
FORREST COOPER

he City Council, I am enclosing a
ion requesting that the Oregon State
de in its contractor's agreement
of North Main Street be completed
fter the commencement thereof, not

ous amount of criticism of the
h regard to the construction of
therly city limits and also the
couplet. As far as the Council and other citizens could determine, there seemed to be no excuse for the contractor taking such a long time in completing both construction jobs. The delay of the contractor caused not only inconvenience to motorists, but contributed to a substantial financial loss by businesses located on the couplet since it was torn up for so long a time.

Especially since members of the State Highway Department and State Highway Commission have always been so cooperative with the members of the Common Council, it is the Council's desire that no criticism be made of our joint efforts.

Very truly yours,

Harry A. Skerry, Jr.

HAS:mh

Enclosure

RECEIVED
DEC 18 1956
OREGON
STATE HIGHWAY COMMISSION

CITY OF ASHLAND

ASHLAND, OREGON

Famous for Health-Giving Mineral Waters . . . . *Home of the Shakespearean Festival*

OFFICE OF CITY ATTORNEY

December 12, 1956

REFERRED TO Cooper

PLEASE RETURN TO
FORREST COOPER

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

At the request of the City Council, I am enclosing a copy of a recent resolution requesting that the Oregon State Highway Commission provide in its contractor's agreement that the reconstruction of North Main Street be completed as soon as practicable after the commencement thereof, not to exceed four months.

There was a tremendous amount of criticism of the contractor's efforts with regard to the construction of the underpass at the northerly city limits and also the couplet. As far as the Council and other citizens could determine, there seemed to be no excuse for the contractor taking such a long time in completing both construction jobs. The delay of the contractor caused not only inconvenience to motorists, but contributed to a substantial financial loss by businesses located on the couplet since it was torn up for so long a time.

Especially since members of the State Highway Department and State Highway Commission have always been so cooperative with the members of the Common Council, it is the Council's desire that no criticism be made of our joint efforts.

Very truly yours,

Harry A. Skerry, Jr.

HAS:mh

Enclosure

RECEIVED
DEC 18 1956
OREGON
STATE HIGHWAY COMMISSION

RESOLUTION

A resolution requesting that the Oregon State Highway Commission provide in the contract for the improvement of North Main Street that the contractor shall complete said construction within four months from the date of commencement of said construction.

WHEREAS, the contractor constructing the new underpass at the northerly city limits of the City of Ashland did not complete said construction for over one year after the commencement thereof, which delay caused serious inconvenience to citizens of Ashland and other persons using Highway 99, and

WHEREAS, the contractor constructing the Ashland couplet within the City of Ashland did not complete said construction for over four months after commencing said construction, which also caused inconvenience to the citizens of Ashland and especially to businesses located along said couplet, and

WHEREAS, it is the desire of the Common Council and the citizens of Ashland that the proposed construction on North Main Street of the City of Ashland be completed as soon as practicable after the commencement of said construction in order not to unduly inconvenience persons driving on said North Main Street,

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Common Council of the City of Ashland:

1. That the Oregon State Highway Commission is hereby requested to provide in the contract with the contractor who receives the bid for the construction of the four lanes on North Main Street that said construction be completed as soon as practicable after the commencement thereof not to exceed, in any event, a period of four (4) months between the date of the commencement of construction and the completion thereof.

The foregoing resolution was duly passed, under a suspension of the rules, at a regular meeting of the Common Council held on the 7th day of December, 1956, the vote being as follows:

Ayes 4

Nays 0

Approved:

/s/ Richard L. Neill
Mayor

To all of which I hereby certify:

/s/ W. E. Bartelt
Recorder

RECEIVED
DEC 26 1956
FOR FILING

U-170 (1)

4838

Salem, Oregon
December 20, 1956

MISC. CONTRACTS and
AGREEMENTS No. 1810

105

Mr. C.G. Swenson
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement between the State Highway Commission and the City of Ashland covering the Ashland Undercrossing-Helman Street section of the Pacific Highway in Ashland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Ashland, Oregon.

Secretary

rn
Attach: 1

FORM 230—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1956

SUBJECT: Assignment #105

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Ashland Undercrossing-Helman Street section of the Pacific Highway in Ashland.

Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

This completes Assignment #105.

John D. Graham
John D. Graham
Office Engineer, County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Dec 12, 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE Agenda 3i. 11-8-56. Bids to be received for construction 12-17-56
Secretary

RECEIVED
DEC 12 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—12½M—9-55—66209

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1956

SUBJECT: Throughway Agreement
Ashland Undercrossing-Helman St.
(Ashland) Section, Pacific Hwy.

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

L

Attached hereto are six (6) copies of a throughway agreement between State and the City of Ashland covering the widening and resurfacing of North Main Street in the City of Ashland.

Please note that plans, marked Exhibit "A", are not attached and that they may be obtained from the County and City Relations Division.

Robert P. Amacher
ROBERT P. AMACHER
Assistant Attorney

RPA:br
Attch: (6)

RECEIVED
NOV 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1956
FOR FILING
[illegible]
4838

December 20, 1956

Mr. W. E. Bartlett, City Recorder
City Hall
Ashland, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Ashland covering the Ashland Undercrossing-Helman Street section of the Pacific Highway in Ashland.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
DEC 19 1956
FOR FILING

U-7-[illegible]

4838

December 19, 1956

J. C. Compton Company
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

The State Highway Commission on December 17, awarded to you State Highway Contract No. 4838 for grading and paving on the Ashland Undercrossing-Helman Street (Ashland) Section of the Pacific Highway in Jackson County.

This award was based on your bid of $165,648.50, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
DEC 20 1956
FOR FILING

U-190 [illegible]

4838

Salem, Oregon
December 19, 1956

Southern Pacific Company
signal line adjustment,
Ashland Undercrossing-Helman
Street section, Pacific Hwy.

Mr. L. H. Young
Assistant Construction Engineer

Co

The matter of revision to the railroad signal line on the longitudinal encroachment at the Ashland Undercrossing-Helman Street section has been discussed with the Railroad Company. There was some question in their minds as to whether a revision would be necessary in view of the possibility of filling around the power poles in place. The matter will, however, be covered by the agreement with the Company.

G. S. Paxson

GSP:gm

cc Mr. W. C. Williams

FORM 530—50M—11-55—80224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1956

SUBJECT: Southern Pacific Company
Signal Line Adjustment
Ashland Undercrossing-Helman Street
Pacific Highway
Jackson County

To: Mr. G. S. Paxson
Ass't State Highway Engineer
Office

On the above named section, bids for which were received on December 17, 1956, a railroad signal line owned by the Southern Pacific Company must be adjusted due to conflict with the new construction. The adjustment involves the relocation of 5 poles between Stations 82+45 and 93+25.

This matter is brought to your attention in order that consideration may be given to including the necessary adjustment in the easement agreement to be made between the Highway Department and the railroad company.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

RECEIVED
DEC 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
DEC 20 1956
FOR FILING

OREGON DISTRICT
U-190(18)

4838

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35 December 17, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4838 for Oregon Project U-190(18), Ashland Undercrossing-Helman Street (Ashland) Section of the Pacific Highway to J. C. Compton Co. of McMinnville, Oregon, low bidder in the amount of $165,648.50 at the December 17, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 20 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 17 1956
FOR FILING

Salem, Oregon
December 14, 1956

Mr. G. E. Rohde
Assistant Attorney
OFFICE

I am enclosing for your records a copy of Survey Resolution No. 146, adopted by the Oregon State Highway Commission on November 8, 1956, covering the Ashland Undercrossing-Helman Street (Ashland) Section of the Pacific Highway in Jackson County.

H. B. Glaisyer, Secretary

dp
Enclosure

FORM E-123 25M REVISED 8-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

files

November 28, 1956

Mr. L. F. Hopkins, Supt.
Southern Pacific Company
Union Station
Portland 9, Oregon

[illegible] = 4835

Dear Sir:

We are mailing under separate cover one copy of the special provisions and plans covering grading, stone base, paving and the construction of concrete retaining walls to retain fills adjacent to your main tracks on the Ashland Undercrossing-Helman Street (Ashland) Section of the Pacific Highway in Jackson County.

We are also mailing one copy of the special provisions and plans covering grading work on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

[illegible] 4845

Both of the above jobs require the contractor to protect your company's tracks and properties and that he enter into an agreement with your company prior to commencement of work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

agreement filed
3-21-57

JR:ia

cc: Forrest Cooper
J. W. DeSouza
T. Edwards
H. B. Glaisyer ✓

REFERRED TO
files
BY SECRETARY

120

FORM E-123 25M REVISED 9-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
[illegible] 1956
FOR FILING

11-190 (18)

[illegible]

November 27, 1956

Pacific Concrete Company
P. O. Box 7616
Portland 20, Oregon

?

Gentlemen:

In this morning's mail we have your application for plans for the Ashland Undercrossing-Helman Street project and the job in Enterprise.

As the estimated cost of the Ashland job is far in excess of your prequalification rating, it is necessary that we send informational material; however, a bidding proposal is being forwarded for the Enterprise job.

Should you wish to bid as a principal contractor on the project in Ashland you might consider a joint venture with some contractor whose prequalification rating, when added to yours, will at least equal the amount of your bid.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By Floyd Query
Floyd Query, Assistant Secretary

FQ:lm

cc: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
NOV 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 25M REVISED 8-

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
1956
FOR FILING
11-140
4.2

November 27, 1956

Hughes & Dodd Company
133 Mace Road
Medford, Oregon

Gentlemen:

We have your application for plans on the Ashland Undercrossing-Helman Street project. As the estimated cost of this job is greatly in excess of your prequalification rating, it has been deemed advisable to forward informational material.

Should you wish to bid as a principal contractor on this job, you might consider a joint venture with some contractor whose prequalification rating, when added to yours, would at least equal the amount of your bid.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

F.Q.

By
Floyd Query, Assistant Secretary

FQ:lm
cc: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 5 1956
FOR FILING

R

Salem, Oregon
November 26, 1956

Ashland Undercrossing -
Helman St, (Ashland) Section
Pacific Highway

Mr. Virgil O'Neil
Assistant Office Engineer
Building

It is requested that you add $375 to the authorization for the subject job for seeding and mulching to control surface erosion. It is anticipated that the work will be accomplished by State forces under the supervision of the Landscape Engineer.

/s/ N. H. S.

for Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. M. H. Astrup

NOTED
FORREST COOPER

RECEIVED
DEC 11 1956
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

REFERRED TO
Cooper
By State Highway Engineer

08-35

November 23, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project U-190(18), Ashland Undercrossing-Helman St. (Ashland) Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Please forward the usual copies of an encroachment resolution from the City of Ashland covering the proposed construction.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 12 1956
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Probert
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Encls. Mr. Tom Edwards

Assistant State Highway Engineer

RECEIVED
NOV 19 1956
FOR FILING

November 16, 1956

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Dunsmuir, California

Dear Sir:

On October 19 you wrote us suggesting certain changes in the easements which we had requested in Mr. R. L. Porter's letter of October 8, 1956, for the Ashland Undercrossing-Helman Street section of the Pacific Highway in Jackson County. I am enclosing herewith two prints from our drawing entitled "North Ashland Section, Pacific Highway Encroachment on S.P.R.R. Co.," Drawing No. 8B-3-22. On this drawing we have made the changes in stationing which you requested and have also shown retaining walls over those sections where our fill slopes would have encroached on your ditch line. These retaining wall sections are from Highway Station 82+45 to 85+40 and from Station 90+60 to 93+25. From our cross sections, the fill slopes in other parts of the project will not encroach on your ditch lines.

We are requesting easements as shown on Drawing No. 8B-3-22 between Railroad Stations 1073+49 and 1079+24 and between Station 1080+04 and 1087+44. These two sections include the sections previously given for the retaining walls. We have asked for an easement coming to within 14 feet of your center line to cover the extension of the footing between the face of the retaining wall. The face of the retaining wall will in all cases be kept 15 feet from your railroad center line. In addition we are asking for a temporary construction easement to within 9 feet of your center line so that we may make the excavations for the retaining walls.

I am also including two prints from our Drawing 13101, which shows the plan and elevation of the retaining wall, and from Sheet No. 3 of the plans for the Ashland Undercrossing-Helman Street section on which you will notice that the flow line of the 18-inch culvert under the highway meets the flow line of your railroad culvert and that a catch basin has been provided at the junction between the two culverts.

I believe you will find that these matters are now in order, and I would appreciate it if you would expedite the granting of the easement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. H. Jenkle
Chief Engineer
Southern Pacific Company
San Francisco 5, Calif.
Mr. W. C. Williams
Mr. R. L. Porter
Mr. Tom Edwards

GSP:gm
Encls.

10-88-8

8-2660

Southern Pacific Company

DUNSMUIR, CALIFORNIA

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

October 19, 1956

315-1

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. Glenn Paxson

Dear Sir:

In reference to telephone conversation with Mr. Paxson October 19, in regards to plans submitted by Mr. R. L. Porter, Right of Way Engineer, Oregon State Highway Department (your file 25830), requesting slope easement on railroad property in northerly part of Ashland, Oregon.

On the ground investigation of proposed slope easement has been made and it was found that the Railroad Engineer Stations as shown on your drawing No. 8B-3-22 dated September 1956, are in error in the amount of 56 feet.

Survey also revealed that if slope easement were granted as shown on the above mentioned drawing, standard railroad roadbed could not be maintained between railroad E.S. 1076+25 to 1078+30 and E.S. 1083+50 to 1086+50.

Attached for your information is print of our Drawing CS-500 showing standard roadbed with ditch line 13'-0" from center line of track.

It is our understanding that present 15" pipe beneath present highway at Highway E.S. 94+60, which drains into 20" railroad culvert at railroad E.S. 1075+32.8, is to be replaced by an 18" pipe beneath new highway. The present highway 15" pipe is higher than inlet of railroad culvert and has caused some wash in the embankment.

Believe that when the new 18" pipe is installed beneath highway, that outlet should be lowered to a point more in line with railroad culvert, and that a concrete catch basin should be installed to avoid any wash to railroad roadbed.

The railroad signal line is parallel to track on the proposed easement and apparently will not have to be raised, however, if fill slope is to be compacted, the wires may have to be moved during this operation.

10-58

8-2660

Southern Pacific Company

DUNSMUIR, CALIFORNIA

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

October 19, 1956

315-1

Mr. R. H. Baldock
Page 2

Attached is one print of your drawing No. 8B-3-22, on which is shown the correct railroad engineers stations, railroad culverts and restricted slope area as mentioned.

Yours truly,

AWKilborn
bm

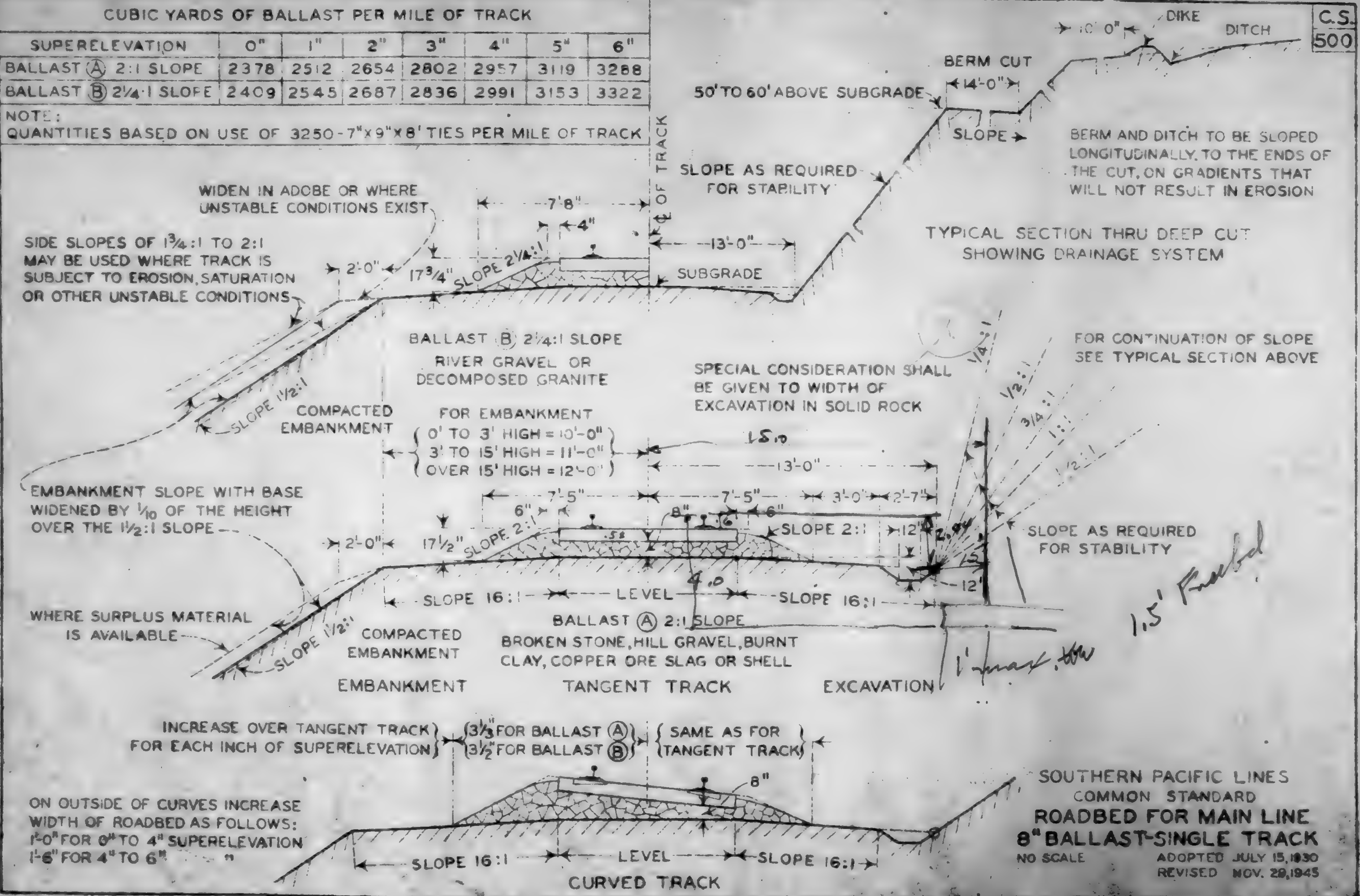
Attach:

RECEIVED
OCT 22 1956
OFFICE OF
STATE HIGHWAY ENGINEER

C.S. 500

CUBIC YARDS OF BALLAST PER MILE OF TRACK							
SUPERELEVATION	0"	1"	2"	3"	4"	5"	6"
BALLAST Ⓐ 2:1 SLOPE	2378	2512	2654	2802	2957	3119	3288
BALLAST Ⓑ 2¼:1 SLOPE	2409	2545	2687	2836	2991	3153	3322

NOTE:
QUANTITIES BASED ON USE OF 3250-7"x9"x8' TIES PER MILE OF TRACK


WIDEN IN ADOBE OR WHERE UNSTABLE CONDITIONS EXIST
SIDE SLOPES OF 1¾:1 TO 2:1 MAY BE USED WHERE TRACK IS SUBJECT TO EROSION, SATURATION OR OTHER UNSTABLE CONDITIONS
2'-0"
17¾"
SLOPE 2¼:1
7'-8"
4"
℄ OF TRACK
13'-0"
SUBGRADE
SLOPE AS REQUIRED FOR STABILITY
50' TO 60' ABOVE SUBGRADE
BERM CUT
14'-0"
SLOPE
10'-0"
DIKE
DITCH
BERM AND DITCH TO BE SLOPED LONGITUDINALLY, TO THE ENDS OF THE CUT, ON GRADIENTS THAT WILL NOT RESULT IN EROSION
TYPICAL SECTION THRU DEEP CUT SHOWING DRAINAGE SYSTEM
SLOPE 1½:1
COMPACTED EMBANKMENT
BALLAST Ⓑ 2¼:1 SLOPE
RIVER GRAVEL OR DECOMPOSED GRANITE
FOR EMBANKMENT
0' TO 3' HIGH = 10'-0"
3' TO 15' HIGH = 11'-0"
OVER 15' HIGH = 12'-0"
SPECIAL CONSIDERATION SHALL BE GIVEN TO WIDTH OF EXCAVATION IN SOLID ROCK
FOR CONTINUATION OF SLOPE SEE TYPICAL SECTION ABOVE
¼:1
½:1
¾:1
1:1
1½:1
15.0
13'-0"
EMBANKMENT SLOPE WITH BASE WIDENED BY 1/10 OF THE HEIGHT OVER THE 1½:1 SLOPE
7'-5"
7'-5"
3'-0"
2'-7"
6"
8"
6"
6"
.58
2'-0"
17½"
SLOPE 2:1
SLOPE 2:1
12"
2.94
1.5
12'
SLOPE AS REQUIRED FOR STABILITY
1.5' Roadbed
4.0
SLOPE 16:1
LEVEL
SLOPE 16:1
WHERE SURPLUS MATERIAL IS AVAILABLE
SLOPE 1½:1
COMPACTED EMBANKMENT
BALLAST Ⓐ 2:1 SLOPE
BROKEN STONE, HILL GRAVEL, BURNT CLAY, COPPER ORE SLAG OR SHELL
1' max. tw
EMBANKMENT
TANGENT TRACK
EXCAVATION
INCREASE OVER TANGENT TRACK FOR EACH INCH OF SUPERELEVATION
3⅓" FOR BALLAST Ⓐ
3½" FOR BALLAST Ⓑ
SAME AS FOR TANGENT TRACK
8"
ON OUTSIDE OF CURVES INCREASE WIDTH OF ROADBED AS FOLLOWS:
1'-0" FOR 0" TO 4" SUPERELEVATION
1'-6" FOR 4" TO 6" "
SLOPE 16:1
LEVEL
SLOPE 16:1
CURVED TRACK

SOUTHERN PACIFIC LINES
COMMON STANDARD

ROADBED FOR MAIN LINE
8" BALLAST-SINGLE TRACK

NO SCALE
ADOPTED JULY 15, 1930
REVISED NOV. 29, 1945

11-190 (18)

4838

CROSS REFERENCE SHEET

Name or Subject **File No.**

Regarding Map for proposed project
Ashland Overcrossing-Helman Street Sec.
Pacific Hwy. S.
Presented to the Commission in re to
condemnation proceedings.

Date November 8-9, 1956

25783
25785
25786
25787

SEE

Name or Subject Room 124 **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves, should be filed under name or subject after "SEE."

Library Bureau
Division of
Remington Rand Inc.
Branches Everywhere
Cat. No. 30-5902.1
For use in all Filing Systems

RECEIVED
NOV 5 1956
FOR FILING

[illegible]

November 2, 1956

Oregon State Highway Commission

Gentlemen:

There is attached hereto a copy of the Secretary's minutes of the public hearing held in Ashland on October 17, at 3:00 p.m., pertaining to the North Main Street project in Ashland.

You will note from the minutes that only minor objection was raised to the improvement, and the minor objection, in general, was relative to removal of the parking space and removing of some trees in the existing street area. The consensus was that the project was needed and was in order, and I recommend that you officially approve the project so that bids may be called at an early date.

This matter will be on the agenda.

Very truly yours,

W. C. Williams
State Highway Engineer

[illegible]:hi
Encl.
cc Mr. S. H. Probert
Mr. Tom Edwards

Ashland, Oregon
October 17, 1956

As previously authorized by the Commission, a public hearing was held in the City Hall in Ashland at 3:00 p.m., October 17, 1956, pertaining to the widening of North Main Street in the city of Ashland, route of the Pacific Highway, from the Southern Pacific railroad undercrossing at the north city limits, southerly to a connection with the newly constructed one-way couplet at Helman Street. The meeting was called to order by Mr. W. C. Williams, State Highway Engineer. Other Highway Department representatives present were Mr. Frank D. Morgan, Division Engineer, Roseburg; Mr. Gene Huntley, Public Relations and Personnel Director; and Mr. Floyd Query, Assistant Secretary, both from Salem. Twenty-seven residents of Ashland were also present. The Engineer explained that the meeting is being held in compliance with Oregon law, and he thereupon read Section 373.015 of the Oregon Laws pertaining to highways in cities. He called attention to a large-scale map which was posted on the wall and explained the proposed project which, if built, will consist of four 12-foot traffic lanes, with a six-foot sidewalk on each side. The views and opinions as expressed by various persons attending the meeting, he continued, will be presented to the Highway Commission at its November 8-9, 1956 meeting.

The Engineer then invited anyone to speak on the proposed improvement. Mr. R. L. Neill, Mayor of Ashland, stated that although the City Council had received two letters objecting to the proposed improvement, the City Council felt that the project is necessary, and it was his feeling that the majority of the residents of Ashland also favor the improvement. Mr. Floyd Flood, a rural mail carrier, stated that in his work he is required to travel the street four times daily, and because of congested traffic a dangerous condition is created. He favored widening of the street or the prohibition of parking along the existing street. He observed that one of the churches had raised some objection to the widening plan but felt that if their access was shifted to Helman Street no particular difficulty would be encountered. Mr. W. M. Wright inquired if parking would be allowed on the improved section. The Engineer replied in the negative, stating that all available space would be needed for the four traffic lanes and the two sidewalks. Mr. Flood also mentioned that a great many children use the sidewalks on both sides, and as the curbs will be high in some sections he inquired as to whether a railing could be installed for the children's protection. The Engineer pointed out that the State exercises control only from curb to curb and that sidewalk railing would be a City matter. Mrs. W. V. McCullough read a letter written by J. W. McCoy, Minister of the Presbyterian Church, pointing out a dangerous condition which might be created at the intersecting streets when Main Street is widened. The letter also questioned the economic advisability of widening Main Street when construction of a by-pass is contemplated in the near future. Objection was made to the removal of parking space and to the removal of a number of mature trees along Main Street. It also was suggested that speed on Main Street from Maple Street to the north end of the one-way couplet be limited to 25 miles per hour. She gave the letter to the Engineer, who explained that construction of the by-pass would be undertaken in about seven to thirteen years. He called attention to the fact that experience with constructed by-passes shows that about 40 percent of the total traffic will use the by-pass route. At the rate that traffic is now increasing there will be a 42 percent increase in seven years, so that there will probably be more traffic on Main Street in seven years than there is now, even though the by-pass is in operation. Mr. Eric Wacker inquired as to whether the State would pay for paving private accesses which will be removed in the new construction. The Engineer replied that it is planned to pave such areas. Mr. Archie Fries stated that the existing congested traffic condition is critical, and only by widening Main Street as proposed can the City secure the benefit of the new one-way couplet section between Helman Street and East Main Street. The Reverend Ross Knox, Pastor of the Methodist-Episcopal Church, stated that there should be a traffic light in operation on Sundays when a great number of pedestrians cross Main Street at the church. He also called attention to the fact that widening of the street will require in some places a very high curb section and inquired if some protection could be constructed for these high curbs. The Engineer replied that curbs which are more than 10 inches high will be constructed with a step curb. Mr. Elmer Beagle pointed out that a traffic light is now installed at the intersection where the Methodist Church is located, and it can be pedestrian-controlled to protect pedestrians on Sundays. Miss Aneta Curtiss inquired concerning a speed limit which might be placed on the new street. Control of this matter, the Engineer stated, is exercised by the Speed Control Board, who set speed limits within cities on highway sections. Such speeds, he added, are usually determined by the rate of speed at which 85 percent of the vehicles move, and it was his estimate that the speed limit might be 35 to 40 miles per hour. Mr. Fred Taylor stated that he favored the widening project and then inquired as to improvement of Siskiyou Boulevard, which is also somewhat restricted in width. The Engineer explained that funds are available only for the North Main Street project and that plans for the Siskiyou Boulevard are in the planning stage only and he could not state when construction would be undertaken.

The Engineer inquired if anyone else had any comments they wished to make, and, there being none, the meeting was adjourned at 3:30 p.m.

State Highway Engineer

Assistant Secretary

[illegible] by the Commission

~~City Hall~~
Ashland, Oregon
October 17, 1956

~~A~~ public hearing was held in the City Hall in Ashland at 3:00 p.m., October 17, 1956, pertaining to the widening of North Main Street in the city of Ashland, ~~used as the~~ route of the Pacific Highway, from the Southern Pacific railroad undercrossing at the north city limits, southerly to a connection with the newly constructed one-way couplet at Hellman Street. The meeting was called to order by Mr. W. C. Williams, State Highway Engineer. Other Highway Department representatives present were Mr. Frank D. Morgan, Division Engineer; Mr. Gene Huntley, Public Relations and Personnel Director; and Mr. ~~F. A.~~ Floyd Query, Assistant Secretary, [illegible]. Twenty-seven residents of Ashland were also present. The Engineer explained ~~to those present~~ that the meeting is being held in compliance with Oregon Law and he thereupon read Section 373.015 of the Oregon Laws pertaining to highway matters. He called attention to a large-scale map which was posted on the wall and explained the proposed ~~construction. The completed section, he stated,~~ project which, if built, will consist of four 12-foot traffic lanes, with a six-foot sidewalk on each side. The views and opinions as expressed by various persons attending the meeting (he continued), will be presented to the Highway Commission at its November [illegible] meeting.

The Engineer then invited anyone ~~present~~ to speak on the proposed improvement. Mr. R. L. Neill, Mayor of Ashland, stated that although the City Council had received two letters objecting to the proposed improvement, the City Council felt that the project is necessary, and it was his feeling that the majority of the residents of Ashland also favor~~ed~~ the improvement. Mr. Floyd Flood, a rural mail carrier, stated that in his work he is required to travel the street four times daily, and because of congested traffic ~~in its present~~ condition, ~~with congested traffic~~, a dangerous ~~condition is~~ created. He favored widening of the street or the prohibition of parking along the existing street. He observed that one of the churches had raised some objection to the widening plan but felt that if their access was shifted to Hellman Street no particular difficulty would be encountered. Mr. W. M. Wright inquired if parking would be allowed on the improved section. The Engineer replied in the negative, stating that all available space would be needed for the four traffic lanes and the two sidewalks. Mr. Flood also mentioned ~~observed~~ that a great many children use the sidewalks on both sides and as the curbs will be high in some sections he inquired as to whether a railing could ~~[illegible]~~ be installed for the children's protection. The Engineer pointed out that the State ~~can~~ exercises control ~~the section~~ only from curb to curb and that sidewalk railing ~~[illegible]~~ would be a ~~matter of~~ City matter ~~concern~~. Mrs. W. V. McCullough read a letter written by J. W. McCoy ~~from the~~ Minister of the [illegible] Church, ~~Church~~, pointing out a dangerous condition which might be created at the intersecting streets when Main Street is widened. The letter also questioned the economic advisability of widening Main Street when construction of a by-pass is contemplated in the near future. Objection was ~~[illegible]~~ made to the removal of parking space and to the removal of a number of mature trees along Main Street. It also was suggested that speed on Main Street from Maple Street to the north end of the one-way couplet be limited to 25 miles per hour. She gave the letter to the Engineer who explained that construction of the by-pass would be undertaken in about ~~occur from~~ 7 to 13 years. He called attention to the fact that experience with constructed by-passes shows that about 40 per cent of the total traffic will use the by-pass route. At the rate that traffic is now increasing there will be a 42 per cent increase in ~~traffic in~~ 7 years, so that there will probably be more traffic on Main Street in 7 years than there is now, even though the by-pass is in operation. Mr. Eric Wacker inquired as to whether the State would pay for ~~the cost of~~ paving private ~~parking~~ access ~~areas~~ which will be removed in the new construction. The Engineer replied that it is planned to pave such areas. Mr. Archie Fries stated that the existing congested traffic condition is critical, and only by widening Main Street as proposed can the City secure the benefit of the new one-way couplet section ~~which has been nearly completed~~ between Hellman Street and East Main Street. The Reverend Ross Knox, Pastor of the Methodist-Episcopal Church, stated that there should be a traffic light~~s~~ in operation on Sundays when a great number of pedestrians cross Main Street at the church. He also called attention to the fact that widening of the street will require in some ~~cases~~ places a very high curb section~~,~~ and ~~he~~ inquired if some protection could be constructed ~~at~~ for these high curbs. The Engineer replied that curbs which are more than 10 inches high will be constructed with a step curb. Mr. Elmer Beagle pointed out that a traffic light ~~there~~ is now installed ~~a traffic light~~ at the intersection where the Methodist Church is located and it can be pedestrian-controlled to protect pedestrians on Sundays. MissAneta Curtiss inquired concerning a speed limit which might be placed on the new street. Control of this matter, the Engineer stated, is exercised by the Speed Control Board who set speed limits within cities on highway sections. Such speeds, he added, are usually determined by the rate of speed at which 85 per cent of the vehicles move~~.~~ and It was his estimate that the speed limit might be 35 to 40 miles per hour. Mr. Fred Taylor stated that he favored the widening project and then inquired as to improvement of Siskiyou Boulevard, which is also somewhat restricted in width. The Engineer explained that funds are available only for the North Main Street project and that plans for the Siskiyou Boulevard are in the planning stage only and he could not state when construction ~~could~~ would be undertaken.

The Engineer inquired if anyone else had any comments they wished to make and, there being none, the meeting was adjourned at 3:30 p.m.

[illegible]land, Ore. Oct. 17,1956.

To the Mayor and Council of the city of Ashland
and
To the Representative of the Oregon Highway Commission.

Dear Sirs:

I find it difficult for me to participate in public meetings,so I am again asking the City Recorder to present the following comments as they pertain to the proposal of widening North Main Street. There is in the hands of both City Recorder and State Engineers my letter of Sept. 18th so I am only trying herein to emphasize those points which,to me, seem important and pertinent.

I remind you of the peculiar and unique condition as to intersecting streets which largely terminate at Main. Only one street ,Laurel, can be considered as providing an adequate crossing. Others are spaced at irregular intervals. If cars pass it must be done in most cases at or near an intersection.This creates a serious pedestrian hazard which will be mateerially increased if the street is widened.

If,as we have been informed,a complete by-pass of Ashland and other valley towns and cities will be under construction in the near future,it seems an unnecessary expenditure of funds to enter into the expense of widening Main St. since provision can be made to avoid any conjestion or unreasonable slowing down of traffic by a comparatively small investment.

Restriction of parking on Main St. will be a serious handicap to property owners,both residential and such businesses as were established prior to the zoning of No. Main as residential.The irregular intersections above referred to as well as narrowness of some of the side streets, put a limit on available parking space. This ,likewise ,applies to the school and to churches fronting on Main. Also ,in some places,parking will be only available by crossing Main St. where ,at present,crossings are not marked.

[illegible] Oct 17, 1956

Mention has been made of the damage to sidewalks by trees in the park rows. Many cities prohibit planting trees in park rows but, in my travels, I have yet to find a city that removes mature shade trees on that account. The remedy is in the hands of the city council and does not necessarily call for an expensive street widening and paving job.

North Main St. should be widened From Sheridan St. to a point where there ~~is~~ ARE bulidings on both sides of the street. This is in the vicinity of Maple or Coolidge streets. That would provide a passing lane for south bound traffic. None is needed for the down hill north bound traffic. Because of the intersection situation above referred to, it is my contention that passing should be prohibited and speed limited to 25 miles per hour from Maple St. to the end of the recently constructed couplet.

I hope these matters will receive your careful consideration.

Yours truly,

J W McCoy

RECEIVED
OCT 1956

FOR FILING

11190 (18)

[illegible]

FORM 6-123 90M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 2, 1956

CERTIFIED MAIL

Mr. A. L. Neill, Mayor
City Hall
Ashland, Oregon

[illegible] Copy [illegible]

Dear Sir:

In response to the City's request for a hearing on the proposed widening of North Main Street from the Ashland Undercrossing to Helman Street, the time and date have been set. The meeting will be held at 3 P.M. on October 17, 1956, in the Ashland City Hall.

It would be appreciated if notices could be posted regarding this hearing.

Very truly yours,

H. B. Glaisyer

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

JWC:mm

cc: Commissioners - 3
Forrest Cooper
C. W. Enfield
J. W. Cattrall
B.P.R.

NOTED
FORREST COOPER

RECEIVED
OCT 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 1956
FOR FILING

11-193(17)
4038

7

Co

September 5, 1956

Oregon State Highway Commission

Gentlemen:

I am attaching a copy of the survey approval map of the Ashland Undercrossing-Holman Street project in Ashland. The section referred to will make the improvement of US99 continuous from the southerly end of the Ashland Overcrossing section, just completed, to the one-way street system which is now under contract. It provides for a minimum four-lane section without parking.

I recommend your approval.

This matter will be on the agenda for the September 27-28 meeting.

Very truly yours,

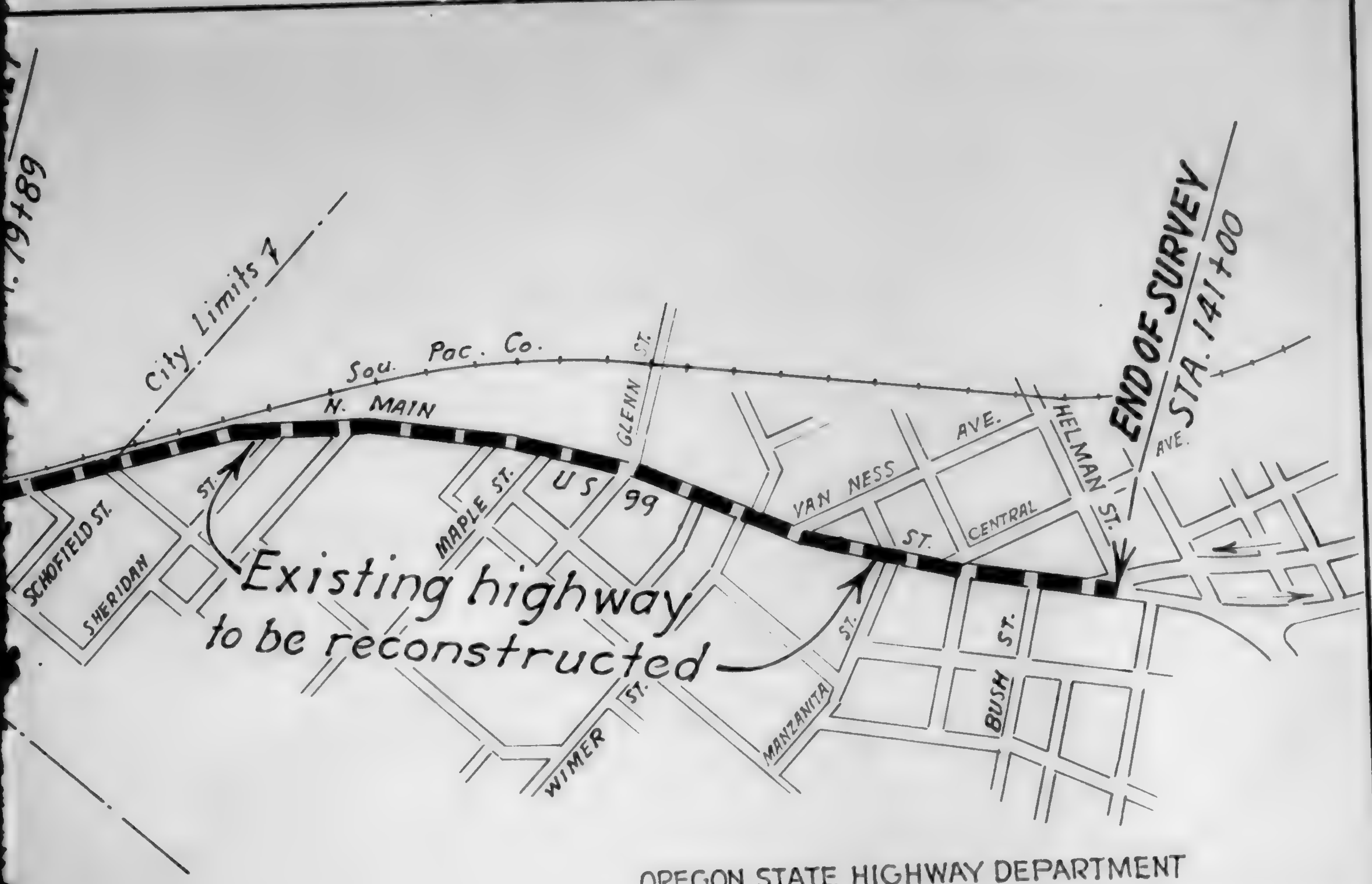
Forrest Cooper
Acting State Highway Engineer

FC:mm

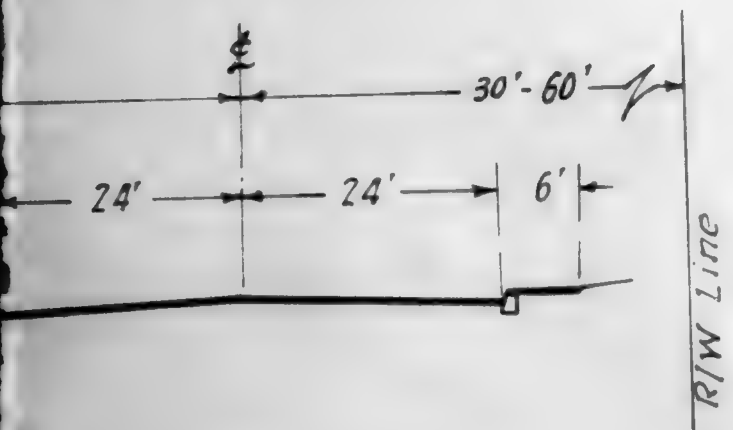
Enclosure

cc Mr. Tom Edwards
Mr. R. L. Porter

1R-5-936


79+89
City Limits
Sou. Pac. Co.
N. MAIN
US 99
SCHOFIELD ST.
SHERIDAN
ST.
MAPLE ST.
GLENN ST.
VAN NESS
AVE.
ST.
CENTRAL
HELMAN ST.
AVE.
END OF SURVEY
STA. 141+00
Existing highway
to be reconstructed
MANZANITA ST.
BUSH ST.
WIMER ST.

TYPICAL SECTION


℄
30'-60'
24'
24'
6'
R/W Line

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

ASHLAND UNDERCROSSING-HELMAN ST. (ASHLAND) SECTION

PACIFIC HIGHWAY

JACKSON COUNTY

Scale: 1" = 800'   Sept., 1956

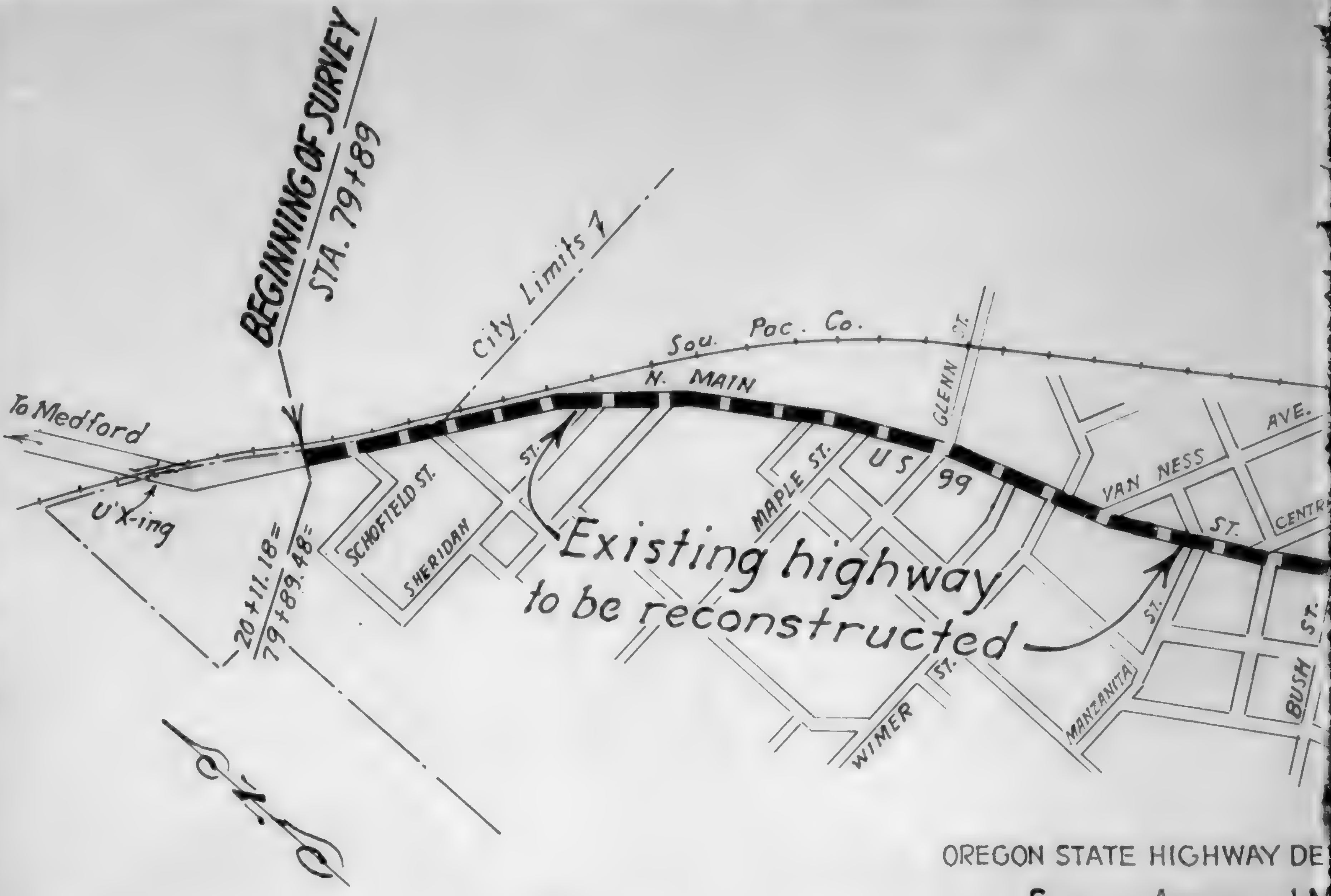
DRG. NO. 1R-5-936

For details see Drg. No. 8B-3-17, Aug., 1956

APPROVED

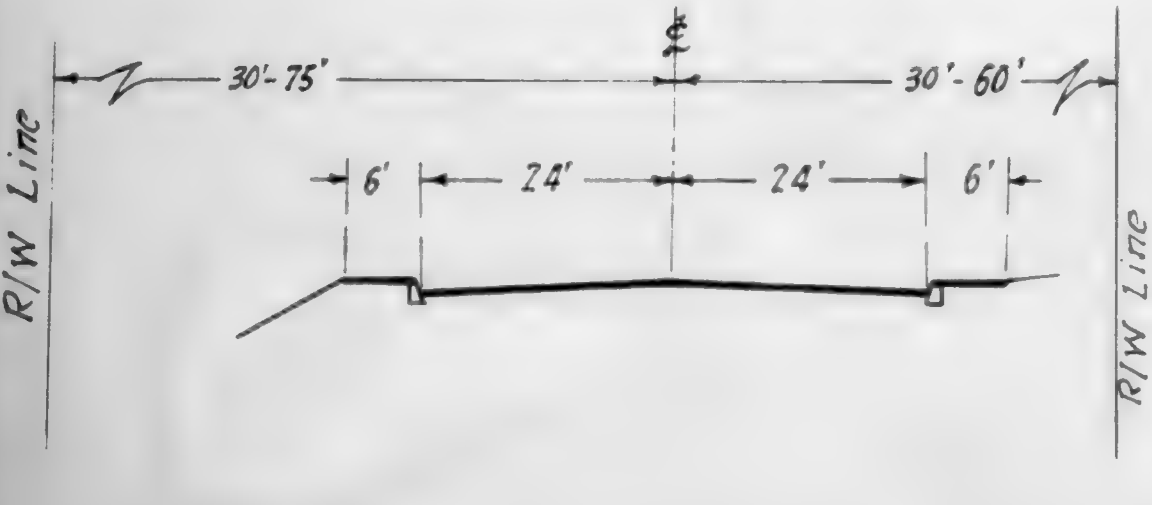
DEPUTY STATE HIGHWAY ENGINEER

Date September 5, 1956


BEGINNING OF SURVEY
STA. 79+89
City Limits
Sou. Pac. Co.
To Medford
U'X-ing
N. MAIN
GLENN ST.
ST.
SCHOFIELD ST.
SHERIDAN
MAPLE ST.
US 99
VAN NESS
AVE.
ST.
CENTR
20+11.18=
79+89.48=
WIMER ST.
MANZANITA ST.
BUSH ST.

Existing highway to be reconstructed

TYPICAL SECTION


R/W Line
30'-75'
℄
30'-60'
6'
24'
24'
6'
R/W Line

OREGON STATE HIGHWAY DE
Survey Approval M

ASHLAND UNDERCROSSING-HELMAN

PACIFIC HIGHWA

JACKSON COUNTY

Scale: 1" = 800'

ST

DRG. NO. 1R-5-93

For details see Drg. No. 8B-3

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date September 5, 1956

U-190(18) Ashland U'Xing-Helman St. 1958
(Ashland) Sec.
#4838 FINAL AUDIT

Salem, Oregon March 5, 1958

STATE OF OREGON

To Southern Pacific Company,
65 Market Street, San Francisco 5, California, Dr.

Project Ashland Section

Highway Comm. Agreement No. R/W 26023

Sub-Division No.

Ry. Company's Agreement No. Audit 105182

Estimate No. 4 Final

Period Covered February 4, 1957 to July 26, 1957

Prefix & Acct. No. 15-1054

Item	Total Amount To Date	Previous Amount	Present Amount
Bills 439728, 438733, 439097	2,324.09	2,324.09	-
Bill 440499	535.08	-o-	535.08
Totals	2,859.17	2,324.09	535.08
Retained -o- %	-o-	232.41	+232.41
Total Payments	2,859.17	2,091.68	767.49

Pay This Estimate $ 767. 49

Computed by

Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

To W. D. Hicks DATE 2-28-58

Herewith 3 [illegible]

#40499, f[illegible] Account

[illegible]

[illegible]

[illegible]

SIGNED [illegible]

PLEASE REPLY HERE

To F D Morgan DATE 2-28-58

Enclosed is Bill from

Southern Pacific RR on

The [illegible]

[illegible]

Roseburg Division
Received
MAR 1 1958
Noted | [illegible] | ADE | A[illegible]
Assign ______ For ______
Reply [illegible] Acted [illegible]

SIGNED

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY-PORTLAND

S-130-P
(A.A.R. 206)

0499

n remitting

1958

Dept. No. 3- 53

FEB 9 1958 19

CE TO:
fic Company
EASURER—PACIFIC LINES,
et Street,
Francisco 5, California.

$ 535.08

28 1958
CHECKED FOR PUBLICATION

dress:
ous Accounts,
Company,
5, California.

		48 ea	1	92			
		28 "	1	12			
		26 "	1	04			
		04 "	3	52			
		11 "		44			
		15 lb	13	25	435	51	
		00 C			21	78	
		00 C			391	96	cr.
BD-Pole, creo line 20'	1 ea	10.15 ea	10	15			
BD-Pole creo line 25'	1 "	13.78 "	13	78	23	93	
Handling Charges	$ 23.93	5.00 C			1	20	
Salvage Value of Material Recovered	$ 23.93	85.00 C			20	34	cr
B-Block, anchor concrete	2 ea	.46 ea		92			
B-Moulding, wood #3	40 ft	.46 ft	18	40			
C-Rod, anchor 5/8" x 5'	2 ea	1.70 ea	3	40			

S-130-P
(A.A.R. 206)

BILL COLLECTIBLE

440499
Bill No.
Quote above number when remitting

Month's Account JAN 1958
Shasta Division Dept. No. 3- 53
Date Made FEB 9 1958 19

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
Oregon State Highway Department
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF TREASURER—PACIFIC LINES,
65 Market Street,
San Francisco 5, California.

For cost of labor and materials furnished in connection with the construction of retaining wall at Ashland, Oregon in accordance with the terms of Agreement dated Jan. 22, 1957 Document Audit No. 105182 A. of D. No. 35951

FINAL BILL (Detail attached) $ 535.08

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed.

SOUTHERN PACIFIC COMPANY
R. V. COLE, Auditor of Disbursements
By ____________________
Chief Clerk

DISTRIBUTION:

O.K. Feb. 28 1958 Walter
RES. ENGR.
CAREFULLY CHECKED FOR APPLICATION

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California.

C-Clamp, 3-bolt guy	4 ea	.48 ea	1	92			
C-Hook, guy	4 "	.28 "	1	12			
C-Plate strain #7575	4 "	.26 "	1	04			
A-Ring, cable 2"	88 "	.04 "	3	52			
C-Screw, lag ½" x 4½"	4 "	.11 "		44			
A-Wire, iron #9	89 lb	.15 lb	13	35	435	51	
Handling Charges	$ 435.51 ·	5.00 C			21	78	
Salvage Value of Material Recovered	$ 435.51 ·	90.00 C			391	96	cr.
BD-Pole, creo line 20'	1 ea	10.15 ea	10	15			
BD-Pole creo line 25'	1 "	13.78 -	13	78	23	93	
Handling Charges	$ 23.93 ·	5.00 C			1	20	
Salvage Value of Material Recovered	$ 23.93 ·	85.00 C			20	34	cr
B-Block, anchor concrete	2 ea	.46 ea		92			
B-Moulding, wood #3	40 ft	.46 ft	18	40			
C-Rod, anchor 5/8" x 5'	2 ea	1.70 ea	3	40			

DETAIL OF BILL COLLECTIBLE

Sheet No. 1 of 4
Dept No. 3-53
Audit No. 440499

Payor State of Oregon

(b) Signal Work						
Feb. 1957 - Sig 1 - Signalman	32 hr	2.266 hr	72	51		
" - Sig 1A - Lead Signalman	32 "	2.330 "	74	56		
" - " - Signalman	32 "	2.266 "	72	51		
Jul 1957 - " - Lead Signalman	40 "	2.362 "	94	40		
" - " - Signalman	80 "	2.296 "	183	68	497	66
Vacation Allowance	$ 497.66 ·	4.00 c	19	91		
Paid Holidays	"	2.00 c	9	95		
R.R.R. & U.C. Taxes	$ 527.52 ·	8.00 c	42	20		
Compensation Insurance	"	3.00 c	15	83		
P.L. & P.D. Insurance	"	1.00 c	5	28		
Health Benefit Cost	"	2.00 c	10	55	103	72
Feb. 1957 - Sig 1 - Signalman	10 meals		14	10		
" - " - " - Lodgings	3 da		9	00		
" - Sig 1A - Lead Signalman	10 meals		14	90		
" - " - " " - Lodgings	3 da		9	00		
" - " - Signalman	10 meals		14	15		
" - " - " - Lodgings	3 da		9	00		
Jul 1957 - " - Lead Signalman	13 meals		20	80		
" - " - " " - Lodgings	4 da		12	00		
" - " - Signalman	12 meals		17	00		
" - " - " - Lodgings	4 da		12	00		
" - " - "	12 meals		16	05		
" - " - " - Lodgings	4 da		12	00	160	00
Feb 1957 - Sig 1A - Truck SH 47 - Operation	208 mi	.07 mi	14	56		
Jul 1957 - " - " " - "	216 "	.07 "	15	12	29	68
A - Breaker arms, McKeen	12 ea	2.01 ea	24	12		
B - Cable 7-condr #14	1500 ft	.26 ft	390	00		
C - Clamp, 3-bolt guy	4 ea	.48 ea	1	92		
C - Hook, guy	4 "	.28 "	1	12		
C - Plate, strain #7575	4 "	.26 "	1	04		
A - Ring, cable 2"	88 "	.04 "	3	52		
C - Screw, lag ½" x 4½"	4 "	.11 "		44		
A - Wire, iron #9	89 lb	.15 lb	13	35	435	51
Handling Charges	$ 435.51 ·	5.00 c			21	78
Salvage Value of Material Recovered	$ 435.51 ·	90.00 c			391	96 cr.
BD - Pole, creo line 20'	1 ea	10.15 ea	10	15		
BD - Pole creo line 25'	1 "	13.78 "	13	78	23	93
Handling Charges	$ 23.93 ·	5.00 c			1	20
Salvage Value of Material Recovered	$ 23.93 ·	85.00 c			20	34 cr
B - Block, anchor concrete	2 ea	.46 ea		92		
B - Moulding, wood #3	40 ft	.46 ft	18	40		
C - Rod, anchor 5/8" x 5'	2 ea	1.70 ea	3	40		

DETAIL OF BILL COLLECTIBLE

Sheet No. 2 of 4
Dept No. 3-53
Audit No. 440499

Payor State of Oregon

C-Sleeve offset #7			15 ea	.17 ea	2	55		
C-Sleeve offset #6			17 "	.29 "	4	93		
C-Sleeve splicing #9			7 "	.19 "	1	33		
C-Sleeve splicing #6			9 "	.10 "		90		
C-Sleeve #6-#14			6 "	.27 "	1	62		
C-Sleeve #9-#14			6 "	.13 "		78		
B-Wire #14 copper insl			48 ft	.02 ft		96		
C-Wire steel strand 3/8"			60 "	.06 "	3	60	39	39
Handling Charges			$39.39	5.00 c			1	97
Freight	Tons	Miles	Ton-Miles					
A-El Paso to Job via W.O.	.077	1673.4	128.85					
B-West Oakland to Job	1.252	396.7	496.67					
C-S.F. to Job via W.O.	.024	465.2	11.16					
D-Salem to West Oakland	.709	660.9	468.58					
			1105.26	.01 T.M.			11	05
Material Released From Permanent Line								
Pole, creo line 20 ft			3 ea	10.15 ea			30	45 cr
Service Loss			$30.45	15.00 c			4	57
Total (b) Signal Work							887	71
(C) Engineering - Inspection								
Feb. 1957 - Engr. Inspr. - 480.00/152			74½ hr	3.1579 hr	235	26		
" - " " - overtime			22 "	4.50 "	99	00		
Mar. 1957 - " " - 480.00/168			168 "	2.85714 "	480	00		
" - " " - overtime			14 "	4.2857 "	60	00		
Apr. 1957 - " " - 480.00/176			40 "	2.7273 "	109	09		
" " " - overtime			4½ "	4.0909 "	18	41		
May 1957 - " " - 480.00/176			12 "	2.7273 "	32	73	1034	49
Vacation Allowance			$1034.49	4.00 c	41	38		
Paid Holidays			"	2.00 c	20	69		
R.R.R. & U.C. Taxes			$1096.56	8.00 c	87	72		
Compensation Insurance			"	3.00 c	32	90		
P.L. & P.D. Insurance			"	1.00 c	10	97		
Health Benefit cost			"	2.00 c	21	93	215	59
Feb. 1957 - Engr Inspr			26 meals		43	95		
" - " " - Lodgings			8 da		32	00		
" - " " - Auto			500 mi	.08 mi	40	00		
" - " " - "			42 "	.07 "	2	94		
Mar. 1957 - " "			43 meals		71	20		
" - " " - Lodgings			11 da		44	00		
Apr. 1957 - " "			13 meals		21	90		
" - " " - Lodgings			3 da		12	00		
" - " " - Auto			500 mi	.08 mi	40	00		
" - " " - "			48 "	.07 "	3	36		

DETAIL OF BILL COLLECTIBLE

Sheet No. 3 of 4
Dept No. 3-53
Audit No 440499

Payor - State of Oregon

May 1957 - Engr. Inspr	4 meals		7	00		
" - " - " - " - Lodgings	1 da		4	00		
" - " - " - " - Auto	260 mi	.08 mi	20	80	343	15
Mar 1957 - Hertz #14999 - Rental	1 mo	89.50 mo	89	50		
" - " - " - Access Mileage	886 mi	.06 mi	53	16	142	66
Mar 1957 Gasoline for Rented Auto	12.3 gal	.369 gal	4	54		
" - " - " - " - " - "	66.1 "	.365 "	24	13		
" - " - " - " - " - "	42.8 "	.359 "	15	37	44	04
Total (c) Engineering - Inspection					1779	93
(d) Flagging						
Feb 1957 - Sec 235 - Foreman - overtime	2 2/3 hr	3.11 hr	8	29		
" - " - " - Laborer	4 "	1.774 "	7	10		
" - " - " - " - " - overtime	14 "	2.661 "	37	25		
Mar 1957 - " - Foreman - "	1 "	3.11 "	3	11		
" - " - " - Laborer	13 "	1.774 "	23	06	78	81
Vacation Allowance	$ 78.81	4.00 c	3	15		
Paid Holidays	"	2.00 c	1	58		
R.R.R & U.C. Taxes	$ 83.54	8.00 c	6	68		
Compensation Insurance	"	3.00 c	2	51		
P.L. & P.D. Insurance	"	1.00 c		84		
Health Benefit Cost	"	2.00 c	1	67	16	43
Total (d) Flagging					95	24
(m) Accounting - Cost of Billing						
Apr 1957 - Jr. Engineer - 425.00 / 176	17 hr	2.4148 hr	41	05		
May 1957 - " - " - 425.00 / 176	8 "	2.4148 "	19	32		
Jul. 1957 - " - " - 425.00 / 176	8 "	2.4148 "	19	32	79	69
Vacation Allowance	$ 79.69	4.00 c	3	19		
Paid Holidays	"	2.00 c	1	59		
R.R.R. & U.C. Taxes	$ 84.47	8.00 c	6	76		
Compensation Insurance	"	3.00 c	2	53		
P.L. & P.D. Insurance	"	1.00 c		84		
Health Benefit Cost	"	2.00 c	1	69	16	60
Total (m) Accounting - Cost of Billing					96	29
Total Project					2859	17
Amount Previously Billed					2324	09
Amount Due					535	08

DETAIL OF BILL COLLECTIBLE

Sheet No. 3 of 4
Dept No. 3-53
Audit No 440499

Payor - State of Oregon

May 1957 - Engr. Inspr	4 meals		7	00		
" - " " - Lodgings	1 da		4	00		
" - " " - Auto	260 mi	.08 mi	20	80	343	15
Mar 1957 - Hertz #14999 - Rental	1 mo	89.50 mo	89	50		
" - " " - Access Mileage	886 mi	.06 mi	53	16	142	66
Mar 1957 - Gasoline for Rented Auto	12.3 gal	.369 gal	4	54		
" - " " " "	66.1 "	.365 "	24	13		
" - " " " "	42.8 "	.359 "	15	37	44	04
Total (c) Engineering - Inspection					1779	93
(d) Flagging						
Feb 1957 - Sec 235 - Foreman - overtime	2 2/3 hr	3.11 hr	8	29		
" - " - Laborer	4 "	1.774 "	7	10		
" - " - " - overtime	14 "	2.661 "	37	25		
Mar 1957 - " - Foreman - "	1 "	3.11 "	3	11		
" - " - Laborer	13 "	1.774 "	23	06	78	81
Vacation Allowance	$ 78.81	4.00 c	3	15		
Paid Holidays	"	2.00 c	1	58		
R.R.R. & U.C. Taxes	$ 83.54	8.00 c	6	68		
Compensation Insurance	"	3.00 c	2	51		
P.L. & P.D. Insurance	"	1.00 c		84		
Health Benefit Cost	"	2.00 c	1	67	16	43
Total (d) Flagging					95	24
(m) Accounting - Cost of Billing						
Apr 1957 - Jr. Engineer - 425.00 / 176	17 hr	2.4148 hr	41	05		
May 1957 - " " - 425.00 / 176	8 "	2.4148 "	19	32		
Jul. 1957 - " " - 425.00 / 176	8 "	2.4148 "	19	32	79	69
Vacation Allowance	$ 79.69	4.00 c	3	19		
Paid Holidays	"	2.00 c	1	59		
R.R.R. & U.C. Taxes	$ 84.47	8.00 c	6	76		
Compensation Insurance	"	3.00 c	2	53		
P.L. & P.D. Insurance	"	1.00 c		84		
Health Benefit Cost	"	2.00 c	1	69	16	60
Total (m) Accounting - Cost of Billing					96	29
Total Project					2859	17
Amount Previously Billed					2324	09
Amount Due					535	08

DETAIL OF BILL COLLECTIBLE

Sheet No. 4 of 4
Dept No. 3-53
Audit No. 440499

Payor State of Oregon

Summary			Col	1	Col	2
(a) Remove & Restore Signal Poles						
(b) Place Signal Line Underground			887	71	1156	49
(c) Engineering - Inspection			1779	93	1421	68
(d) Flagging			95	24	78	81
(e) Equipment Rental					172	34
(f) Freight					11	05
(g) Material Handling					24	95
(h) Vacation Allowance					67	63
(i) Holiday Pay					33	81
(j) Health and Welfare					35	84
(k) R.R.R & U.C. Taxes					143	36
(l) W.C. & PL-PD Insurance					71	70
(m) Accounting and Billing			96	29	79	69
(n) Contingencies						
(o) Total Cost			2859	17	3297	35
(p) Less Salvage					438	18
(q) Net Cost			2859	17	2859	17
Amount Previously Billed			2324	09	2324	09
Amount Due			535	08	535	08

The records supporting the charges in this bill are located in the office of the Auditor of Disbursements at San Francisco, California. The dates on which the first and last work was performed on this project are February 4, 1957 and July 26, 1957.

Sheet 1 of 1 Sheets

Weekly ~~MONTHLY~~ REPORT SUMMARY OF FORCE ACCOUNT WORK

Estimated costs incurred in connection with the construction of retaining wall at Ashland, Oregon under the terms of agreement Audit No. 105182 dated Jan. 22, 1957 between the State of Oregon and the Southern Pacific Company

Weekly ~~MONTHLY~~ REPORT SUMMARY NO. 21

Period: ~~Month of~~ One day June 1, 1957

" " " No. 22		Week ending	June	8,	1957	
" " " No. 23		" "	June	15,	1957	
" " " No. 24		" "	June	22,	1957	
" " " No. 25		" "	June	29,	1957	
" " " No. 26		Period: One day June 30, 1957				
Nothing To Report						

Sheet 1 of 1 Sheets

Weekly ~~MONTHLY~~ REPORT SUMMARY OF FORCE ACCOUNT WORK

Estimated costs incurred in connection with the construction of
retaining wall at Ashland, Oregon
under the terms of agreement Audit No. 105136 dated Jan. 22, 1957
between the State of Oregon and the Southern Pacific
Company

Weekly ~~MONTHLY~~ REPORT SUMMARY NO. 27

Period: ~~Month of~~ July 1-6, 1957

(m) Accounting - Cost of Billing						
Jr. Engineer - 425.00 / 176	4 hr	2.414 hr			9	66
Vacation Allowance	$ 9.66	4.00 c		39		
Paid Holidays	"	2.00 c		19		
R.R.R. & U.C. Taxes	$ 10.24	8.00 c		82		
Compensation Insurance	"	3.00 c		31		
P.L. & P.D. Insurance	"	1.00 c		10		
Health Benefit Cost	"	2.00 c		20	2	01
Total (m) Accounting - Cost of Billing and Total Weekly Report Summary No. 27					11	67

Sheet 1 of 1 Sheets

Weekly ~~MONTHLY~~ REPORT SUMMARY OF FORCE ACCOUNT WORK

Estimated costs incurred in connection with the construction of retaining wall at Ashland, Oregon
under the terms of agreement Audit No. 105182 dated Jan 22, 1957
between the State of Oregon and the Southern Pacific Company

Weekly ~~MONTHLY~~ REPORT SUMMARY NO. 28

Week ending ~~Month of~~ July 13, 1957

(m) Accounting - Cost of Billing						
Jr. Engineer - 425.00 / 176	4 hr	2.4148 hr			9	66
Vacation Allowance	$ 9.66	4.00 %		39		
Paid Holidays	"	2.00 %		19		
R.R.R. & U.C. Taxes	$ 10.24	8.00 %		82		
Compensation Insurance	"	3.20 %		31		
P.L. & P.D. Insurance	"	1.00 %		10		
Health Benefit Cost	"	2.00 %		20	2	01
Total (m) Accounting - Cost of Billing and Total Weekly Report Summary No. 28					11	67

Sheet 1 of 1 Sheets

Weekly ~~MONTHLY~~ REPORT SUMMARY OF FORCE ACCOUNT WORK

Estimated costs incurred in connection with the construction of retaining wall at Ashland, Oregon under the terms of agreement Audit No. 105182 dated Jan. 22, 1957 between the State of Oregon and the Southern Pacific Company

Weekly ~~MONTHLY~~ REPORT SUMMARY NO. 29

Week ending ~~Month of~~ July 20, 1957

Nothing To Report						

Sheet 1 of 1 Sheets

~~MONTHLY~~ Weekly REPORT SUMMARY OF FORCE ACCOUNT WORK

Estimated costs incurred in connection with the construction of retaining wall at Ashland, Oregon under the terms of agreement Audit No. 105182 dated Jan. 22, 1957 between the State of Oregon and the Southern Pacific Company

~~MONTHLY~~ Weekly REPORT SUMMARY NO. 30

~~Month of~~ Week ending July 27, 1957

(b) Signal Work						
Sig 1A - Lead Signalman	40 hr	2.360 hr	94	40		
" - Signalman	80 "	2.296 "	183	68	278	08
Vacation Allowance	$ 278 08	4.00 c	11	12		
Paid Holidays	"	2.00 c	5	56		
R.R.R. & U.C. Taxes	$ 294 76	8.00 c	23	58		
Compensation Insurance	"	3.00 c	8	84		
P.L. & P.D. Insurance	"	1.00 c	2	95		
Health Benefit Cost	"	2.00 c	5	90	57	95
Sig 1A - Lead Signalman	13 meals		20	80		
" - " " - Lodgings	4 da		12	00		
" - Signalman	12 meals		17	00		
" - " - Lodgings	4 da		12	00		
" - "	12 meals		16	05		
" - " - Lodgings	4 da		12	00	89	85
Sig 1A - Truck SH 47 - Operation	216 mi	.07 mi			15	12
Material Released From Permanent Line						
Pole, creo line 20 ft	3 ea	10.15 ea			30	45 cr
Service Loss	$ 30.45	15.00 c			4	57
Total (b) Signal Work and Total Weekly Report Summary No. 30					415	12

Sheet 1 of 1 Sheets

Weekly ~~MONTHLY~~ REPORT SUMMARY OF FORCE ACCOUNT WORK

Estimated costs incurred in connection with the construction of retaining wall at Ashland, Oregon under the terms of agreement Audit No. 105182 dated Jan. 22, 1957 between the State of Oregan and the Southern Pacific Company

Weekly ~~MONTHLY~~ REPORT SUMMARY NO. 31

Period: ~~Month of~~ July 28-31, 1957

Nothing To Report

Br copy

STATE OF OREGON

Salem, Oregon August 19, 1957

To Southern Pacific Co.
65 Market Street, San Francisco 5, California, Dr.

Project Ashland Section

Highway Comm. Agreement No. R/W 26023

Sub-Division No.

Ry. Company's Agreement No. Audit 105182

Estimate No. 3

Period Covered April & May 1957

Prefix & Acct. No. 15-1054

Item	Total Amount to Date	Previous Amount	Present Amount
Bills 439728 and 438733	2231.87	2231.87	
Bill 439097	92.22		92.22
Totals	2324.09	2231.87	92.22
Retained 10 %	232.41	223.19	9.22
Total Payments	2091.68	2008.68	83.00

JSP says ok to release ret %
3/5/58 [illegible]

Computed by

Checked by

Approved Field Engr.

Previous Voucher No.

Pay This Estimate $ 83.00

Approved:

Bridge Office Engineer

To W.D. Hicks DATE 8-2-57

Here with one additional copy of S.P.R.R. Co bill sent to you 7-31-57 As we need 3 approved copies, this is sent for your signature or correction.

SIGNED A. C. Mohr (Salem)

PLEASE REPLY HERE

To ____________________ DATE ____________

SIGNED ____________________

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY-PORTLAND

S-130-P
(A.A.R. 206)

3-283 19

pany
R—PACIFIC LINES,
t,
co 5, California.

92.22

15-1054

egon

BILL COLLECTIBLE

S-130-P
(A.A.R. 206)

Bill No. 439097
Quote above number when remitting

Month's Account JUL 1957
Shasta Division Dept. No. 3-283
Date Made JUL 25 1957 19

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
Oregon State Highway Department
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF TREASURER—PACIFIC LINES,
65 Market Street,
San Francisco 5, California.

Cost of labor and materials furnished in connection with construction of Retaining Wall at Ashland, Oregon in accordance with the terms of Agreement dated January 27, 1957 Document Audit No. 105182 A. of D. No. 35951

Estimate No. 3 (May 1957) (Detail attached) 92.22

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed.

SOUTHERN PACIFIC COMPANY
DISTRIBUTION: R. V. COLE, Auditor of Disbursements
By ______________
Chief Clerk

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California.

O.K. 27 Aug 57
APPROVED L R Chandler
15-1054

439097
3-283

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement Audit No. 105182 dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

GMO SH 838

ESTIMATE NO. 3

May 1957

Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
	$	$	$
(a) Remove and Restore Signal Poles			
(b) Place Signal Line Underground	424.66	424.66	
(c) Engineering-Inspection	1 731.88	1 663.00	68.88
(d) Flagging	94.81	94.81	
(m) Accounting-Billing	72.74	49.40	23.34
Total	2 324.09	2 231.87	92.22
Total Estimate No. 3			92.22

This estimate is based on Weekly Report Summaries Nos. 16 to 20 inclusive, and Suppl. No. 1 to Weekly Report Summary No. 13.

O.K. 27 Aug 57

APPROVED

L R Chandler

15-1054

439097
3-283

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement Audit No. 105182 dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

GMO SH 838

ESTIMATE NO. 3

May 1957

Description (1)	Total Work To Date (2) $	Previous Estimates (3) $	This Estimate (4) $
(a) Remove and Restore Signal Poles			
(b) Place Signal Line Underground	424.66	424.66	
(c) Engineering-Inspection	1 731.88	1 663.00	68.88
(d) Flagging	94.81	94.81	
(m) Accounting-Billing	72.74	49.40	23.34
Total	2 324.09	2 231.87	92.22
Total Estimate No. 3			92.22

This estimate is based on Weekly Report Summaries Nos. 16 to 20 inclusive, and Suppl. No. 1 to Weekly Report Summary No. 13.

O.K. 27 Aug 57

APPROVED L Chandler

15-1054

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in Accordance with Agreement Dated January 22, 1957 between the State of Oregon State Highway Commission and the Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 13 SUPPL. NO. 1 Week ending April 20, 1957

1	(C) Engineering-Inspection					
2	Engineer Inspr. 480.00/176 O.T.	½ hr	4.0909 hr			2.05 cr
3	Vacation Allowance	2.05	4.00	c	.08 cr	
4	Paid Holidays	2.05	2.00	c	.04 cr	
5	R.R.Ret. & Unemployment Taxes	2.17	8.00	c	.17 cr	
6	Compensation Insurance	2.17	3.00	c	.07 cr	
7	Pub. Liab. & Property Damage Ins.	2.17	1.00	c	.02 cr	
8	Health Benefit Cost	2.17	2.00	c	.04 cr	.42 cr
9	Total (C) Engineering-Inspection and					
10	Total Weekly Report Summary No. 13 Suppl. No. 1					2.47 cr

O.K. 7 aug 1957
RES. ENGR. Walter D. Hicks
CAREFULLY [illegible]
APPROVED
15-1052

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement Dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 16 Period May 1-4, 1957

NOTHING TO REPORT

O.K. 7 Aug 1957
RES. ENGR.
CAREFULLY CHECKED FOR [illegible]
APPROVED
15-1058

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement Dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 17 Week Ending May 11, 1957

1 (C) Engineering- Inspection
2 Inspection

3	Draftsman #78 480.00/176	12 hrs	2.7273	hr		32.73
4	Vacation Allowance	32.73	4.00	c	1.31	
5	Paid Holidays	32.73	2.00	c	.65	
6	R.R.Ret. & Unemployment Taxes	34.69	8.00	c	2.78	
7	Compensation Insurance	34.69	3.00	c	1.04	
8	Pub. Liab. & Property Damage Ins.	34.69	1.00	c	.35	
9	Health Benefit Cost	34.69	2.00	c	.69	6.82
10	Draftsman #78 meals	4 meals			7.00	
11	" #78 lodging	1 lodging			4.00	11.00
12	Draftsman #78 Pers. Auto	260 mi	.08	mi		20.80
13	Total (C) Engineering-Inspection and					
14	Total Weekly Report Summary No. 17					71.35

O.K. 7 aug 1957
RES. ENGR. Walter
CAREFULLY CHECKED
APPROVED
15-1054

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in Accordance with Agreement Dated January 22, 1957 between the State of Oregon State Highway Commission and the Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 17 Week Ending May 11, 1957

1 (C) Engineering- Inspection
2 Inspection

3	Draftsman #78 480.00/176	12 hrs	2.7273 hr			32.73
4	Vacation Allowance	32.73	4.00	c	1.31	
5	Paid Holidays	32.73	2.00	c	.65	
6	R.R.Ret. & Unemployment Taxes	34.69	8.00	c	2.78	
7	Compensation Insurance	34.69	3.00	c	1.04	
8	Pub. Liab. & Property Damage Ins.	34.69	1.00	c	.35	
9	Health Benefit Cost	34.69	2.00	c	.69	6.82
10	Draftsman #78 meals	4 meals			7.00	
11	" #78 lodging	1 lodging			4.00	11.00
12	Draftsman #78 Pers. Auto	260 mi	.08 mi			20.80
13	Total (C) Engineering-Inspection and					
14	Total Weekly Report Summary No. 17					71.35

O.K. 7 Aug 1957
RES. ENGR. Walter W. Hacks
CAREFULLY CHECKED [illegible]
APPROVED
Engr.
15-1054

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement Dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 18 Week Ending May 18, 1957

NOTHING TO REPORT

O.K. 7 Aug 57
Walter D Hicks
CAREFULLY CHECKED [illegible]

APPROVED ....
Division Engr.

15-1054

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement Dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 19 Week ending May 25, 1957

1	(M) Accounting - Cost of Billing					
2	Junior Engineer 425.00/176	4 hrs	2.4148	hr		9.66
3	Vacation Allowance	9.66	4.00	c	.39	
4	Paid Holidays	9.66	2.00	c	.19	
5	R.R.Ret. & Unemployment Taxes	10.24	8.00	c	.82	
6	Compensation Insurance	10.24	3.00	c	.31	
7	Pub. Liab. & Property Damage Ins.	10.24	1.00	c	.10	
8	Health Benefit Cost	10.24	2.00	c	.20	2.01
9	Total (M) Accounting - Cost of Billing and					
10	Total Weekly Report Summary No. 19					11.67

O.K. 7 Aug 1957
RES. ENGR. Walton
CAREFULLY CHECKED FOR DUPLICATION
APPROVED
Division Engr.
15-1054

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement Dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 20 Week ending May 31, 1957

1	(M) Accounting-Cost of Billing					
2	Junior Engineer 425.00/176	4 hrs	2.4148	hr		9.66
3	Vacation Allowance	9.66	4.00	c	.39	
4	Paid Holidays	9.66	2.00	c	.19	
5	R.R.Ret. & Unemployment Taxes	10.24	8.00	c	.82	
6	Compensation Insurance	10.24	3.00	c	.31	
7	Pub. Liab. & Property Damage Ins.	10.24	1.00	c	.10	
8	Health Benefit Cost	10.24	2.00	c	.20	2.01
9	Total (M) Accounting-Cost of Billing and					
10	Total Monthly Report Summary No. 20					11.67

O.K. 7 Aug 57
RES. E. Walter W. Hicks
CAREFULLY [illegible]
APPROVED
[illegible] Engr.
15-1054

Salem, Oregon June 24, 1957

STATE OF OREGON

To Southern Pacific Co., 65 Market Street
San Francisco 5, California, Dr.

Project Ashland Section

Highway Comm. Agreement No. R/W 26023

Sub-Division No.

Ry. Company's Agreement No. Audit 105182

Estimate No. 2

Period Covered March & April 1957

Prefix & Acct. No. 15-1054

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 439728	1009.01	1009.01	
" 438733	1222.86		1222.86
Totals	2231.87	1009.01	1222.86
Retained 10 %	223.19	100.90	122.29
Total Payments	2008.68	908.11	1100.57

Computed by

Checked by

Pay This Estimate $ 1100.57

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

6-55

BILL COLLECTIBLE

S-130-P
(A.A.R. 206)

Bill No. 438733
Quote above number when remitting
Month's Account MAY 1957
Shasta Division Dept. No. 3-229
Date Made JUN 6 1957 19

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
Oregon State Highway Department
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF TREASURER—PACIFIC LINES,
65 Market Street,
San Francisco 5, California.

Cost of labor and materials furnished in connection with construction of Retaining Wall at Ashland, Oregon in accordance with the terms of Agreement dated January 22, 1957 Document Audit No. 105182 A. of D. No.		
Estimate No.2(March & April 1957)(Detail attached)		$1,222.86
I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed.		

SOUTHERN PACIFIC COMPANY

DISTRIBUTION: H. V. COLE, Auditor of Disbursements
By ______________________
Chief Clerk

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California.

Total Estimate No. 2	1 222.86

This estimate is based on Weekly Report Summaries Nos. 5 to 15 inclusive.

O.K. 6/20 1957
RES. ENGR.
CAREFULLY CHECKED
APPROVED LRChandler

3-229

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in Accordance with Agreement dated January 22, 1957 between the State of Oregon State Highway Commission and the Southern Pacific Company

GMO SH 838

ESTIMATE NO. 2

March & April 1957

Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
	$	$	$
(a) Remove and Restore Signal Poles			
(b) Place Signal Line Underground	424.66	424.66	
(c) Engineering-Inspection	1 663.00	521.03	1 141.97
(d) Flagging	94.81	63.32	31.49
(m) Accounting-Billing	49.40		49.40
Total	2 231.87	1 009.01	1 222.86
Total Estimate No. 2			1 222.86

This estimate is based on Weekly Report Summaries Nos. 5 to 15 inclusive.

O.K. 6/20 1957
RES. ENGR.
CAREFULLY CHECKED FOR DUPLICATION
APPROVED L R Chandler
Div. Engr.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in Accordance with Agreement dated January 22, 1957 between the State of Oregon State Highway Commission and the Southern Pacific Company

SH 838

WEEKLY REPORT SUMMARY NO. 5 Period March 1-2, 1957

1 (c) Engineering - Inspection				
2 Engineer Inspector 480.00/168	8 hr	2.85714 hr	22.86	
3 " " O.T.	3 "	4.2857 "	12.86	35.72
4 Vacation Allowance	$35.72	4.00 c	1.43	
5 Paid Holidays	35.72	2.00 c	.71	
6 R.R.Ret. & Unemployment Taxes	37.86	8.00 c	3.03	
7 Compensation Insurance	37.86	3.00 c	1.14	
8 Pub.Liab. & Property Damage Ins.	37.86	1.00c	.38	
9 Health Benefit Cost	37.86	1.50 c	.57	7.26
10 Engineer Inspector Meals	2 meals			3.10
11 Total (c) Engineering - Inspection				46.08
12 (d) Flagging				
13 Section #235 Laborer	8 hr	1.774 hr		14.19
14 Vacation Allowance	$14.19	4.00 c	.57	
15 Paid Holidays	14.19	2.00 c	.28	
16 R.R.Ret. & Unemployment Taxes	15.04	8.00 c	1.20	
17 Compensation Insurance	15.04	3.00 c	.45	
18 Pub.Liab. & Property Damage Ins.	15.04	1.00 c	.15	
19 Health Benefit Cost	15.04	1.50 c	.23	2.88
20 Total (d) Flagging				17.07
21 Total Weekly Report Summary No. 5				63.15

O.K. 6/20 1957
RES. ENGR Walter D. Hoke
DUPLICATION
PROVED

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

SH 836

WEEKLY REPORT SUMMARY NO. 6 Week Ending March 9, 1957

1 (a) Engineering - Inspection				
2 Engineer - Inspector 480.00/168	40 hr	2.85714 hr	114.29	
3 " " O.T.	7 "	4.2857 "	30.00	144.29
4 Vacation Allowance	$144.29	4.00 c	5.77	
5 Paid Holidays	144.29	2.00 c	2.89	
6 R.R.Ret. & Unemployment Taxes	152.95	8.00 c	12.24	
7 Compensation Insurance	152.95	3.00 c	4.59	
8 Pub.Liab . & Property Damage Ins.	152.95	1.00 c	1.53	
9 Health Benefit Cost	152.95	1.50 c	2.29	29.31
10 Engineer Inspector Meals	14 meals		23.35	
11 " " Lodging	4 lodging		16.00	39.35
12 Total (a) Engineering - Inspection				212.95
13 (d) Flagging				
14 Section #235 Foreman 361.30/168				
15 " " " O.T.	1 hr	3.11 hr	3.11	
16 " " Laborer	5 "	1.774 "	8.87	11.98
17 Vacation Allowance	$11.98	4.00 c	.48	
18 Paid Holidays	11.98	2.00 c	.24	
19 R.R.Ret. & Unemployment Taxes	12.70	8.00 c	1.02	
20 Compensation Insurance	12.70	3.00 c	.38	
21 Pub.Liab. & Property Damage Ins.	12.70	1.00 c	.13	
22 Health Benefit Cost	12.70	1.50 c	.19	2.44
23 Total (d) Flagging				14.42
24 Total Weekly Report Summary No. 6				227.37

O.K. 6/20 1957 Walter D. Hicks

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

SH 838

WEEKLY REPORT SUMMARY NO. 7 — Week Ending March 16, 1957

1	(a) Engineering - Inspection				
2	Engineer Inspector 480.00/168	40 hr	2.85714 hr	114.29	
3	" " O.T.	2 "	4.2857 "	8.57	122.86
4	Vacation Allowance	$122.86	4.00 %	4.91	
5	Paid Holidays	122.86	2.00 %	2.46	
6	R.R.Ret. & Unemployment Taxes	130.23	8.00 %	10.42	
7	Compensation Insurance	130.23	3.00 %	3.91	
8	Pub.Liab. & Property Damage Ins.	130.23	1.00 %	1.30	
9	Health Benefit Cost	130.23	1.50 %	1.95	24.95
10	Engineer Inspector Meals	9 meals		14.60	
11	" " Lodging	2 lodging		8.00	22.60
12	Total (a) Engineering - Inspection and				
13	Total Weekly Report Summary No. 7				170.41

O.K. 6/20 1957
RES. ENGR. Walter D. Hicks

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

SH 838

WEEKLY REPORT SUMMARY NO. 8 Week Ending **March 23, 1957**

1 **(a) Engineering - Inspection**

2 Engineer - Inspector 480.00/168	40 hr	2.85714 hr	114.29	
3 " " O.T.	2 "	4.2857 "	8.57	122.86
4 Vacation Allowance	$122.86	4.00 c	4.91	
5 Paid Holidays	122.86	2.00 c	2.46	
6 R.R.Ret. & Unemployment Taxes	130.23	8.00 c	10.42	
7 Compensation Insurance	130.23	3.00 c	3.91	
8 Pub.Liab. & Property Damage Ins.	130.23	1.00 c	1.30	
9 Health Benefit Cost	130.23	1.50 c	1.95	24.95
10 Engineer Inspector Meals	8 meals		13.45	
11 " " lodging	2 lodging		8.00	21.45
12 Total (c) Engineering - Inspection and				
13 Total Weekly Report Summary No. 8				169.26

O.K. 6/20 1957
RES. ENGR. Walter W. Hack
CAREFULLY CHECKED FOR CERTIFICATION
APPROVED

57

26023

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

SH 838

WEEKLY REPORT SUMMARY NO. 9 Week Ending March 10, 1957

1 (c) Engineering - Inspection				
2 Engineer - Inspector 480.00/168	40 hr	2.85714 hr		114.29
3 Vacation Allowance	$114.29	4.00 %	4.57	
4 Paid Holidays	114.29	2.00 %	2.29	
5 R.R.Ret. & Unemployment Taxes	121.15	8.00 %	9.69	
6 Compensation Insurance	121.15	3.00 %	3.63	
7 Pub.Liab. & Property Damage Ins.	121.15	1.00 %	1.21	
8 Health Benefit Cost	121.15	1.50 %	1.82	23.21
9 Engineer Inspector Meals	10 meals		17.10	
10 " " Lodging	3 lodging		12.00	29.10
11 Hertz Auto #14999-99.50	1 mo.	99.50 mo.		99.50
12 Hertz Auto Gasoline	42.8 gal	.359 gal	15.37	
13 " " "	66.1 "	.365 "	24.13	
14 " " "	12.3 "	.369 "	4.54	44.04
15 Total (c) Engineering - Inspection and				
16 Total Weekly Report Summary No. 9				310.14

O.K. 6/20 1957
RES. ENGR. ... SPECIFICATION
APPROVED
Walter

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

SN 838

WEEKLY REPORT SUMMARY NO. 10 Period-1 day-March 11, 1957

NOTHING TO REPORT

O.K. 6/20 1957
RES. ENGR. Walter D. Hicks
CAREFULLY [illegible] APPLICATION
APPROVED

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

SH 838

WEEKLY REPORT SUMMARY NO. 11 Period April 1-6, 1957

1 (a) Accounting - Cost of Billing				
2 Junior Engineer 425.00/176	3 hr	2.4148 hr		7.24
3 Vacation Allowance	$7.24	4.00 c	.29	
4 Paid Holidays	7.24	2.00 c	.14	
5 R.R.Ret. & Unemployment Taxes	7.67	8.00 c	.61	
6 Compensation Insurance	7.67	3.00 c	.23	
7 Pub.Liab. & Property Damage Ins.	7.67	1.00 c	.08	
8 Health Benefit Cost	7.67	1.50 c	.12	1.47
9 Total (a) Accounting - Cost of Billing and				
10 Total Weekly Report Summary No. 11				8.71

O.K. 6/20 1957
RES. ENGR. Walter H. Hicks

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

SH 838

WEEKLY REPORT SUMMARY NO. 12 Week Ending April 13, 1957

1	**(c) Engineering - Inspection**				
2	Engineer - Inspector 480.00/176	16 hr	2.7273 hr	43.64	
3	" " O.T.	2½ "	4.0909 "	10.23	53.87
4	Vacation Allowance	$53.87	4.00 c	2.15	
5	Paid Holidays	53.87	2.00 c	1.08	
6	R.R.Ret. & Unemployment Taxes	57.10	8.00 c	4.57	
7	Compensation Insurance	57.10	3.00 c	1.71	
8	Pub.Liab. & Property Damage Ins.	57.10	1.00 c	.57	
9	Health Benefit Cost	57.10	1.50 c	.86	10.94
10	Engineer Inspector Meals	5 meals		8.40	
11	" " Lodging	1 lodging		4.00	12.40
12	Engineer Inspector Pers. Auto	239 mi	.08 mi		19.12
13	Total (c) Engineering - Inspection				96.33
14	**(m) Accounting - Cost of Billing**				
15	Junior Engineer 425.00/176	14 hr	2.4148 hr		33.81
16	Vacation Allowance	$33.81	4.00 c	1.35	
17	Paid Holidays	33.81	2.00 c	.68	
18	R.R.Ret. & Unemployment Taxes	35.84	8.00 c	2.87	
19	Compensation Insurance	35.84	3.00 c	1.08	
20	Pub.Liab. & Property Damage Ins.	35.84	1.00 c	.36	
21	Health Benefit Cost	35.84	1.50 c	.54	6.88
22	Total (m) Accounting - Cost of Billing				40.69
23	Total Weekly Report Summary No. 12				137.02

O.K. 6/20 1957 Walter
RES. ENGR

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

SH 898

WEEKLY REPORT SUMMARY NO. 13 Week Ending April 20, 1957

1 (a) Engineering - Inspection

2 Engineer - Inspector 480.00/176	24 hr	2.7273 hr	65.46	
3 " " O.T.	2½ "	4.0909 "	10.23	75.69
4 Vacation Allowance	$75.69	4.00 c	3.03	
5 Paid Holidays	75.69	2.00 c	1.51	
6 R.R.Ret. & Unemployment Taxes	80.23	8.00 c	6.42	
7 Compensation Insurance	80.23	3.00 c	2.41	
8 Pub.Liab. & Property Damage Ins.	80.23	1.00 c	.80	
9 Health Benefit Cost	80.23	1.50 c	1.20	15.37
10 Engineer Inspector Meals	8 meals		13.90	
11 " " Lodging	2 lodging		8.00	21.90
12 Engineer Inspector Pers. Auto	261 mi	.08 mi	20.88	
13 " " " "	48 "	.07 "	3.36	24.24
14 Total (c) Engineering and Inspection and				
15 Total Weekly Report Summary No. 13				136.80

O.K. 5/20 1957
RES. ENGR. Walter D.
CAREFULLY CHECKED FOR DUPLICATION
APPROVED

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

SH 838

WEEKLY REPORT SUMMARY NO. 14 Week Ending April 27, 1957

" " " No. 15 Period April 28-30, 1957

NOTHING TO REPORT

O.K. 6/20 1957 Walter D [illegible]
RES. EN[illegible]
APPROVED

Salem, Oregon May 20, 19 57

STATE OF OREGON

To Southern Pacific Company, 65 Market Street
San Francisco 5, California, Dr.

Project Ashland Section

Highway Comm. Agreement No. R/W 26023

Sub-Division No.

Ry. Company's Agreement No. Audit 105182

Estimate No. 1

Period Covered February, 1957

Prefix & Acct. No. 15-1054

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 439728	1009.01	-0-	1009.01
Totals	1009.01		1009.01
Retained 10 %	100.90		100.90
Total Payments	908.11		908.11

Computed by Checked by

Pay This Estimate $ 908.11

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

6-55

SOUTHERN PACIFIC LINES

S-130-P
(A.A.R. 206)

BILL COLLECTIBLE

Bill No. 439728
Quote above number when remitting

Month's Account APR 1957
Shasta Division Dept. No. 3-114
Date Made MAY 6 1957 19

To SOUTHERN PACIFIC COMPANY, Dr.

State of Oregon
Oregon State Highway Department
Salem, Oregon

MAKE REMITTANCE TO:
Southern Pacific Company
CARE OF TREASURER—PACIFIC LINES,
65 Market Street,
San Francisco 5, California.

Cost of labor and materials furnished in connection with construction of Retaining Wall at Ashland, Oregon in accordance with the terms of Agreement dated January 22, 1957 Document Audit No. 105182 A. of D. No.		
Estimate No.1 (February 1957) (Detail attached)		$1,009.01

I certify that the above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards and all conditions of purchase applicable to the transactions have been complied with; and that State or local sales taxes are not included in the amounts billed.

SOUTHERN PACIFIC COMPANY
R. V. COLE, Auditor of Disbursements
By ____________________
Chief Clerk

DISTRIBUTION:

For further information address:
Auditor of Miscellaneous Accounts,
Southern Pacific Company,
San Francisco 5, California.

Total Estimate No. 1 1 009 01

This estimate is based on Weekly Report Summaries Nos. 1 to 4 inclusive.

O.K. 5/14/57 19
RES. ENGR.
APPROVED L R Chandler
15-1054-900

RECEIVED
MAY 20 1957
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

3-114

SOUTHERN PACIFIC COMPANY

MONTHLY ESTIMATE OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

GMO SH 838 ESTIMATE NO. 1 February 1957

Description (1)	Total Work To Date (2)	Previous Estimates (3)	This Estimate (4)
	$	$	$
(a) Remove and Restore Signal Poles			
(b) Place Signal Line Underground	424.66		424.66
(c) Engineering-Inspection	521.03		521.03
(d) Flagging	63.32		63.32
(m) Accounting-Billing			
Total	1 009.01		1 009.01
Total Estimate No. 1			1 009 01

This estimate is based on Weekly Report Summaries Nos. 1 to 4 inclusive.

O.K. 5/14/57 19
RES. ENGR
CAREFULLY C
APPROVED
15-1054-900

RECEIVED
MAY 20 1957
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

Sheet 1 of 2 Sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement dated January 22, 1957 between the
State of Oregon State Highway Commission and
Southern Pacific Company

SH 838

WEEKLY REPORT SUMMARY NO. 1 Week Ending February 9, 1957

1	(b) Place Signal Line Underground				
2	Sig. #1 Signalman	32 hr	2.266 hr	72.51	
3	Sig. #1-A Ld. Signalman	32 "	2.33 "	74.56	
4	" "	32 "	2.266 "	72.51	219.58
5	Vacation Allowance	$219.58	4.00 %	8.78	
6	Paid Holidays	219.58	2.00 %	4.39	
7	R.R.Ret. & Unemployment Taxes	232.75	8.00 %	18.62	
8	Compensation Insurance	232.75	3.00 %	6.98	
9	Pub.Liab. & Property Damage Ins.	232.75	1.00 %	2.33	
10	Health Benefit Cost	232.75	1.50 %	3.49	44.59
11	Sig. #1 Signalman Meals			14.10	
12	" " Lodging		3 lodging	9.00	
13	Sig. #1-A Ld. Signalman Meals			14.90	
14	" " " Lodging		3 lodging	9.00	
15	" " Meals			14.15	
16	" " Lodging		3 lodging	9.00	70.15
17	Chevrolet Carryall Sh-47-1952	208 mi	.07 mi		14.56
18	Cir. Breakers	12 ea	2.01 ea	24.12	
19	Sleeves, No. 6 Offset	17 "	.29 "	4.93	
20	" No. 6 Splic.	9 "	.10 "	.90	
21	" No. 9 Offset	15 "	.17 "	2.55	
22	" No. 9 Splic.	7 "	.10 "	.70	
23	Wire, No. 14 AWG Galv.Cop.	48 ft	.02 ft	.96	
24	A-Blocks, Concrete Anchor	2 ea	.46 ea	.92	
25	B-Rods, Hubeye Anchor	2 "	1.70 "	3.40	
26	AC-Poles, 25' Creo	1 "	13.78 "	13.78	
27	AC- " 20' "	1 "	10.15 "	10.15	
28	Strand, 3/8" steel	60 ft	.06 ft	3.60	
29	B-Guy Clamp, 3-bolt Hub.	4 ea	.48 ea	1.92	
30	Guy Hooks	4 "	.28 "	1.12	
31	Screw, Lag ½" x 4-½"	4 "	.11 "	.44	
32	Plates, Strain	4 "	.26 "	1.04	
33	Sleeve, No. 6 to 14	6 "	.27 "	1.62	
34	" No. 9 to 14	6 "	.13 "	.78	

Sheet 2 of 2 Sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon

__WEEKLY REPORT SUMMARY NO. 1__ (Continued)

1	A-Cable, No. 7 Condr.	1500 ft	.26 ft	390.00	
2	A-Wire, No. 9 Galv. Iron	1500 "	.0089"	13.35	
3	Cable Rings, 2"	88 ea	.04 ea	3.52	
4	A-Moulding	40 ft	.46 ft	18.40	498.20
5	Handling Cost	$498.20	5.00 c		24.91
6	Estimated Salvage Value of Material to be recovered				450.00cr

		Tons	Miles	Ton-Mile		
7	Freight					
8	A-West Oakland to Job	.608	396.7	241.19		
9	B-San Francisco to Job via W.O.	.011	465.2	5.12		
10	C-Salem to West Oakland	.032	660.9	21.14		
				267.45	0.01 TM	2.67

11	Total (b) Place Signal Line Underground and	424.66
12	Total Weekly Report Summary No. 1	

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in Accordance with Agreement dated January 22, 1957 between the State of Oregon State Highway Commission and the Southern Pacific Company

SH 838

WEEKLY REPORT SUMMARY NO. 2 Week Ending February 16,1957

1 (c) Engineering-Inspection				
2 Inspection				
3 Engr.Inspr. 480.00/152	10½ hr	3.1579 hr		33.16
4 Vacation Allowance	$33.16	4.00 %	1.33	
5 Paid Holidays	33.16	2.00 %	.66	
6 R.R.Ret. & Unemployment Taxes	35.15	8.00 %	2.81	
7 Compensation Insurance	35.15	3.00 %	1.05	
8 Pub.Liab. & Property Damage Ins.	35.15	1.00 %	.35	
9 Health Benefit Cost	35.15	1.50 %	.53	6.73
10 Engr.Inspr. Meals			4.95	
11 " " Lodging	1 lodging		4.00	8.95
12 " " Pers.Auto	220 mi	.08		17.60
13 Total (c) Engineering and Inspection and				66.44
14 Total Weekly Report Summary No. 2				

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

[illegible] 638

WEEKLY REPORT SUMMARY NO. 3 Week Ending February 21, 1957

1 (c) Engineering-Inspection				
2 Inspection				
3 Engr. Inspr. 480.00/152	32 hrs	3.1579 hr	101.05	
4 " " O.T.	14½ "	4.50 "	65.25	166.30
5 Vacation Allowance	$166.30	4.00 %	6.65	
6 Paid Holidays	166.30	2.00 %	3.33	
7 R.R.Ret. & Unemployment Taxes	176.28	8.00 %	14.10	
8 Compensation Insurance	176.28	3.00 %	5.29	
9 Pub.Liab. & Property Damage Ins.	176.28	1.00 %	1.76	
10 Health Benefit Cost	176.28	1.50 %	2.64	33.77
11 Engr. Inspr. Meals			22.10	
12 " " Lodging	4 lodging		16.00	38.10
13 Engr. Inspr. Pers. Auto	280 mi	.08 mi	22.40	
14 " " " "	42 "	.07 "	2.94	25.34
15 Total (c) Engineering-Inspection				263.51
16 (d) Flagging				
17 Sec. 235 Foreman 361.30/152				
18 " " " O.T.	2-2/3 hr	3.11 hr	8.29	
19 " " laborers O.T.	14 "	2.661"	37.25	45.54
20 Vacation Allowance	$45.54	4.00 %	1.82	
21 Paid Holidays	45.54	2.00 %	.91	
22 R.R.Ret. & Unemployment Taxes	48.27	8.00 %	3.86	
23 Compensation Insurance	48.27	3.00 %	1.45	
24 Pub.Liab. & Property Damage Ins.	48.27	1.00 %	.48	
25 Health Benefit Cost	48.27	1.50 %	.72	9.24
26 Total (d) Flagging				54.78
27 Total Weekly Report Summary No. 3				318.29

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Construction of Retaining Wall at Ashland, Oregon in
Accordance with Agreement dated January 22, 1957 between the
State of Oregon State Highway Commission and the
Southern Pacific Company

SH 538

Week Ending February 28, 1957

WEEKLY REPORT SUMMARY NO. 4

1 (c) Engineering-Inspection				
2 Inspection				
3 Engr. Inspr. 480.00/152	32 hr	3.1579 hr	101.05	
4 " " O.T.	7½ "	4.50 "	33.75	134.80
5 Vacation Allowance	$134.80	4.00 c	5.39	
6 Paid Holidays	134.80	2.00 c	2.70	
7 R.R. Ret. & Unemployment Taxes	142.89	8.00 c	11.43	
8 Compensation Insurance	142.89	3.00 c	4.29	
9 Pub. Liab. & Property Damage Ins.	142.89	1.00 c	1.43	
10 Health Benefit Cost	142.89	1.50 c	2.14	27.38
11 Engr. Inspr. Meals			16.90	
12 " " Lodging	3 lodging		12.00	28.90
13 Total (c) Engineering-Inspection				191.08
14 (d) Flagging				
15 Sec. 235 Laborer	4 hr	1.774 hr		7.10
16 Vacation Allowance	$7.10	4.00 c	.28	
17 Paid Holidays	7.10	2.00 c	.14	
18 R.R. Ret. & Unemployment Taxes	7.52	8.00 c	.60	
19 Compensation Insurance	7.52	3.00 c	.23	
20 Pub. Liab. & Property Damage Ins.	7.52	1.00 c	.08	
21 Health Benefit Cost	7.52	1.50 c	.11	1.44
22 Total (d) Flagging				8.54
23 Total Weekly Report Summary No. 4				199.62

THIS AGREEMENT, made this 22nd day of January, 1957, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, herein called "Railroad", and the STATE OF OREGON, acting by and through its State Highway Commission, herein called "State";

RECITALS:

By indenture of even date herewith, Railroad granted to State the right to construct, reconstruct, maintain and use highway embankments and retaining walls, hereinafter collectively referred to as "highway", upon Railroad's property in Jackson County, Oregon, in the locations shown outlined in red on the print of Railroad's Shasta Div'n. Drawing, 10081, Sheet No. 1, dated November 27, 1956, hereto attached and made a part hereof.

The parties hereto desire to set forth in this instrument their understandings and agreements relating to the construction and maintenance of said highway, including the changes made necessary during the construction thereof.

AGREEMENT:

NOW, THEREFORE, it is mutually agreed by and between the parties hereto as follows:

1. State, at its expense, shall furnish or cause to be furnished all labor, materials, tools and implements and perform all work of constructing said highway, except as herein otherwise provided.

2. Railroad, at the expense of State, shall:

a) Remove and replace signal poles and wires; and,

b) furnish representatives, engineer-inspectors, flagmen and watchmen as necessary.

State agrees to reimburse Railroad for the cost and expense incurred by Railroad in connection with the construction of said highway, including, but not limited to, the items a) and b) listed above.

All work to be done hereunder by Railroad shall be done only by its employees working under Railroad Labor Agreements and shall be done on a force account basis, the cost thereof to be paid to Railroad by State in the manner hereinafter set forth.

All expense incurred by Railroad for which State is obligated to reimburse Railroad hereunder, including all work incidental to such work but not specifically mentioned herein, shall be subject to the provisions of U. S. Department of Commerce, Bureau of Public Roads, Policy and Procedure Memorandum No. 30-3, and any supplements thereto.

3. The parties hereto agree that no benefit will accrue to Railroad pursuant to the provisions of the Federal Aid Highway Act of 1944 and General Memorandum No. 325 of said Bureau of Public Roads, due to the construction or use of said highway, inasmuch as no existing or proposed highway-railroad crossing is involved at said locations.

4. The estimated cost of the work to be performed by Railroad, at the expense of State, is summarized as follows:

a)	Remove and restore five signal poles	$ 340.00
b)	Place signal line underground	1225.00
c)	Engineering and inspection	1875.00
d)	Flagging	1575.00
e)	Equipment rental	65.00
f)	Freight	68.00
g)	Material handling	42.00
h)	Vacation allowance	167.00
i)	Holiday pay	84.00
j)	Health and welfare	44.00
k)	Railroad Retirement and unemployment insurance	332.00
l)	Public Liability and Compensation insurance	177.00
m)	Accounting and billing	300.00
n)	Contingencies	630.00
o)	Total Estimated Cost	6924.00
p)	Less Salvage	150.00
q)	NET ESTIMATED COST	$6774.00

5. All work contemplated in this agreement shall be performed in a good and workmanlike manner to the satisfaction of the parties hereto and each portion shall be promptly commenced by the party hereto obligated to do the same and thereafter diligently prosecuted to

conclusion in its logical order and sequence.

The books, papers, records and accounts of the parties hereto, so far as they relate to the items of expense for labor and materials or are in any way connected with the work herein contemplated, shall at all reasonable times be open to inspection and audit by the agents and authorized representatives of the parties hereto and of the Bureau of Public Roads.

6. Upon completion of construction of said highway as herein provided, State, at its expense, shall maintain the said highway slopes and retaining walls and all other highway facilities installed at said locations.

7. In the event any of the work herein contemplated to be done upon or adjacent to the right of way and property of Railroad should be let to contractors by State, such contractors shall be satisfactory to Railroad as to their responsibility and ability to perform the work along and across the property of Railroad and no such work shall be begun until such contractors shall have first entered into a written agreement with Railroad, substantially in the form of draft hereto attached and marked Exhibit "A".

State shall furnish, or require its contractors to furnish, to Railroad the original of each policy covering Protective Public Liability Insurance and Protective Property Damage Liability Insurance in the amount specified in said Exhibit "A", and conforming to the requirements of Works Program General Memorandum No. 32, which contractors are required to furnish for and in behalf of Railroad.

State shall also furnish, or require its contractors to furnish, to Railroad a certified copy of each of the policies of insurance, showing that its contractors have provided for Contractors' Public Liability and Property Damage Liability Insurance, as provided for in Works Program General Memorandum No. 32, which insurance shall provide for the same limits as specified for Protective Public Liability and Property Damage Liability Insurance to be furnished for and in behalf of Railroad.

8. Railroad hereby permits State, or State's contractors, to approach within nine (9) feet of the center line of Railroad's track in performing the work of constructing said highway.

9. This agreement shall inure to the benefit of and be binding upon the successors and assigns of Railroad and upon the assigns of State.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate by their officers thereunto duly authorized as of the day and year first herein written.

SOUTHERN PACIFIC COMPANY,

By J. W. CORBETT
Vice President (SEAL)

Attest: T. F. RYAN
Asst. Secretary

APPROVED:

FORREST COOPER
Deputy State Highway Engineer

APPROVED AS TO FORM:

ROBERT L. MAY, Jr.
Acting Chief Counsel

J. W. DeSOUZA
Assistant Counsel

ATTEST:

H. B. GLAISYER
Secretary

STATE OF OREGON, acting by and through its State Highway Commission,

By BEN R. CHANDLER
Chairman

By CHAS. H. REYNOLDS
Commissioner (SEAL)

By M. K. McIVER
Commissioner

EXHIBIT "A"

THIS AGREEMENT, made this ______ day of ________________, 1956, between SOUTHERN PACIFIC COMPANY, a corporation, hereinafter called "Railroad," and J. C. Compton Company, P. O. Box 86, McMinnville, Oregon, hereinafter called "Contractor";

WITNESSETH:

WHEREAS, Railroad and State of Oregon, acting by and through its State Highway Commission, hereinafter called "State," have entered into or will enter into an agreement providing that State shall undertake the construction of highway embankments and retaining walls/ hereinafter termed "structure" in Jackson County, Oregon, said agreement providing that State shall cause its contractor to enter into an agreement with Railroad substantially in the form of an exhibit attached thereto; and

WHEREAS, on the 17th day of December, 1956, State entered into a contract with Contractor covering the construction of said structure, which contract provides that Contractor shall enter into an agreement with Railroad.

NOW, THEREFORE, it is understood and agreed as follows:

Contractor, in advance of performing any work under said contract between State and Contractor, shall furnish evidence to State that, with respect to the operations Contractor or any of Contractor's subcontractors perform, Contractor has provided for and in behalf of Railroad regular Protective Public Liability Insurance providing for a limit of not less than $200,000 for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of $500,000 for all damages arising out of bodily injuries to or deaths of two or more persons in any one occurrence caused or arising out of the operations of the Contractor or Contractor's subcontractor or subcontractors on the project, and regular Protective

Property Damage Liability Insurance providing for a limit of not less than $100,000. for all damages arising out of injury to or destruction of property in any one occurrence caused or arising out of the operations of the Contractor or Contractor's subcontractor or subcontractors on the project, and, subject to that limit per occurrence, a total (or aggregate) limit of $200,000. for all damages arising out of injury to or destruction of property during the policy period. The policy evidencing the Public Liability Insurance above provided shall not contain any exclusion of or otherwise limit the coverage of said policy with respect to Railroad's liability for deaths of or injuries to its own employees as a result of any act or omission of the State, its contractors or subcontractors in connection with work performed under said contract between State and Contractor. The policy evidencing the Property Damage Insurance shall not contain any exclusion or otherwise limit the coverage of Railroad's liability for loss of or destruction of property in its care, custody or control as a result of any act or omission of State, its contractors or subcontractors in connection with work performed under said contract between State and Contractor.

Contractor shall furnish to Railroad the original policies of insurance, for and in behalf of Railroad, providing, with respect to operations Contractor or any of Contractor's subcontractors perform, insurance in the amounts as aforesaid, and certified copies of policies of insurance showing that Contractor has, with respect to operations Contractor or any of Contractor's subcontractors perform, provided for Contractors' Public Liability and Property Damage Liability Insurance, which insurance shall provide for the same limits as specified for Protective Public Liability and Property Damage Insurance to be furnished for and in behalf of Railroad, as hereinabove provided for; which Policies shall be subject to the approval of Railroad.

The insurance hereinabove specified shall be carried by Contractor until all work required to be performed upon or adjacent to the right of way and property of Railroad, under the terms of said contract between the State and Contractor, is satisfactorily completed, as evidenced by the formal acceptance by State. Such insurance shall be non-cancellable and non-alterable for any cause whatsoever (including failure to pay premiums), either by the Contractor or by the insurance company, without 30 days' written notice to State and to Railroad as to the cancellation and without prior written approval of the Railroad as to alteration. In the event the said insurance is cancelled as herein provided, the Contractor shall provide other insurance of the same class and for the same purposes and subject to the same conditions as provided herein. Said other insurance shall become effective not later than the time of cancellation of the prior insurance and shall cover the unexpired period of the term herein required.

Contractor shall comply with the rules and regulations of Railroad or the instructions of its representatives in relation to the proper manner of protecting the tracks and property of Railroad and the traffic moving on such tracks, as well as the wires, signals and other property of Railroad, its tenants or licensees at and in the vicinity of the work during the period of construction, including the removal of tools, implements, equipment and other materials as herein provided. Contractor, subject to the supervision and control of Railroad's Chief Engineer, or other designated officer, shall perform Contractor's work in such manner and at such times as that said work shall not endanger or interfere with the safe operation of the tracks and property of Railroad and the traffic moving on such tracks, as well as wires, signals and other property of Railroad, its tenants or licensees at or in the vicinity of the work.

Contractor further agrees that upon completion of the work covered by said contract between said State and said Contractor, Contractor will promptly remove from the premises of said Railroad all of Contractor's tools, implements, equipment and other materials, whether brought upon said premises by Contractor, or any subcontractor, employee or agent of Contractor or any subcontractor, and cause said premises to be left in a clean and presentable condition.

IN WITNESS WHEREOF, the parties hereto have duly executed this agreement in duplicate as of the day and year first herein written.

SOUTHERN PACIFIC COMPANY,

By_______________________________

____

L-7701

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

January 21, 1958

File: 912521/313
GMO: SH 838

M. JAEKLE
CHIEF ENGINEER
xxxxxxxx E.J.G.Allen
VALUATION OFFICER
xxxxxxxx J.E.Hebbron
VALUATION ENGINEER

SUBJECT: Construct Retaining Wall, Ashland, Oregon

Mr. W. C. Williams
State Highway Engineer
Oregon Highway Commission
Salem, Oregon

Attention: Mr. P. M. Stephenson, Bridge Engineer

Dear Sir:

* Attached are three copies of Weekly Report Summaries Nos. 21 to 31 inclusive one of which is supported by duplicates of Daily and Weekly Reports on Forms L-7702.

These reports are in support of Final Bill to be rendered covering the force account work done according to terms of Agreement dated January 22, 1957.

Very truly yours,
Jaekle
EJGAllen

* Encl.

RECEIVED

RECEIVED
JAN 22 1958
OREGON
STATE HIGHWAY COMMISSION

State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

DAILY OR W Y REPORT OF LABOR AN MATERIAL USED

L-7702

Project_______________ Location_______________

Gang_______________ Report No._______ Daily or Week Ending_______________19___ G.M.O. No._______

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
								Total Labor			

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
					Total Material				

Equipment	Equipment Hours *				
	A	B	C	D	E

	Description of Work
A	
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct_______________
Title-S. P. Co.

Approved_______________
Res. Engr. State Highway Dept.

L-7701

829

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

W. M. JAEKLE
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
E. J. B. ALLEN
VALUATION ENGINEER

July 11, 1957

IN REPLY PLEASE REFER TO
File: 912521/313
GMO: SH 838

SUBJECT: Construct Retaining Wall, Ashland, Oregon

Mr. W. C. Williams
State Highway Engineer
Oregon Highway Commission
Salem, Oregon

Attention: Mr. P. M. Stephenson, Bridge Engineer

Dear Sir:

* Attached are three copies of Weekly Report Summaries Nos. 16 to 20 inclusive and Suppl. No. 1 to Weekly Report Summary No. 13 one of which is supported by duplicates of Daily and Weekly Reports on Forms L-7702.

These reports are in support of Estimate No. 3 to be rendered covering the force account work done according to terms of Agreement dated January 22, 1957.

Very truly yours,

W M Jaekle
p C R Tinkler

* Encl.

[illegible] 1957 [illegible]

RECEIVED
JUL 15 1957
OREGON
STATE HIGHWAY COMMISSION

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Restore Pole Line Location Ashland, Oregon G.M.O. No. SH 838

Gang Signal Gang 1A Report No. 1 Daily July 22, 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								8	2.36	
Signalmen	2								16	2.296	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Ld. Signalman:									
Meals				2					3.70
Lodging				1					3.00
Signalmen:									
Meals				2					3.50
Lodging				2					6.00
								Total Material	

[illegible] 15-1054

Equipment	Equipment Hours * A	B	C	D	E
SH-47, 1952 Chevrolet Carryall	96 miles 1 da				

Description of Work

- A Restore pole line
- B Personal expenses
- C
- D
- E
- F

APPROVED
R. R. [illegible]
DIVISION ENGINEER

* Note: Also report locomotive and automobile miles.

Correct Richard A. Furaga
Ld. Signalman Title S. P. Co.

Approved Walter H. Hicks
Res. Engr. State Highway Dept.

5

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Restore Pole Line Location Ashland, Oregon G.M.O. No. SH 838

Gang Signal Gang 1A Report No. 1 Daily ~~or Week Ending~~ July 22, 19 57

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								8	2.36	
Signalmen	2								16	2.296	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Ld. Signalman:									
Meals				2					3.70
Lodging				1					3.00
Signalmen:									
Meals				2					3.50
Lodging				2					6.00

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E
SH-47, 1952					
Chevrolet					
Carryall	96	miles			
	1	da			

	Description of Work
A	Restore pole line
B	Personal expenses
C	
D	
E	
F	

L R Chandler

* Note: Also report locomotive and automobile miles.

Correct Richard A. Fraga

Ld. Signalman Title S. P. Co.

Approved Walter W. Hoke

Res. Engr. State Highway Dept.

1-56

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Restore Pole Line Location Ashland, Oregon G.M.O. No. SH 838

Gang Signal Gang 1A Report No. 1 Daily ~~or Week Ending~~ July 22, 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								8	2.36	
Signalmen	2								16	2.296	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Ld. Signalman:									
Meals				2					3.70
Lodging				1					3.00
Signalmen:									
Meals				2					3.50
Lodging				2					6.00

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E
SH-47, 1952					
Chevrolet					
Carryall	96 miles				
	1 da				

Description of Work
A Restore pole line
B Personal expenses
C
D
E
F

L R Chandler

* Note: Also report locomotive and automobile miles.

Correct Richard A. Fraga

Ld. Signalman Title S. P. Co.

Approved Walter W. Hicks

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Restore Pole Line Location Ashland, Oregon G.M.O. No. SH 838

Gang Signal Gang 1A Report No. 1 Daily ~~Week Ending~~ July 22, 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								8	2.36	
Signalmen	2								16	2.296	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Ld. Signalman:									
Meals				2					3.70
Lodging				1					3.00
Signalmen:									
Meals				2					3.70
Lodging				2					6.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E
SH-47, 1952 Chevrolet Carryall	96 miles 1 da				

Description of Work

A Restore pole line
B Personal expenses
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct
Ld. Signalman Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Restore Pole Line Location Ashland, Oregon G.M.O. No. SH 838

Gang Signal Gang 1A Report No. 1 Daily or Week Ending XXXXXXXXXX July 22, 19 57

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								8	2.36	
Signalmen	2								16	2.296	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Ld. Signalman:									
Meals				2					3.70
Lodging				1					3.00
Signalmen:									
Meals				2					3.50
Lodging				2					6.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E
SH-47, 1952 Chevrolet Carryall	96 miles 1 da				

	Description of Work
A	Restore pole line
B	Personal expenses
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct
Ld. Signalman Title-S. P. Co.

Approved Walt W. Hicks
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Restore Pole Line Location Ashland, Oregon G.M.O. No. SH 838

Gang Signal Gang 1A Report No. 1 xxxxx Week Ending July 27, 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								40	2.36	
Signalmen	2								80	2.296	

Total Labor 120

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Ld. Signalman									20.80
Meals	Ea			13					12.00
Lodging	Da			4					
Signalmen									33.05
Meals	Ea			24					24.00
Lodging	Da			8					
Material Used:									
20-ft Creo. Pole	Ea	10.15	3						
Material Released:									
7-condr. cable	Ft		1500						
No. 9 GI wire	Ft		1500						
Cable rings 2"	Ea		88						
Moulding, No. 3	Ft		40						
Circuit breakers	Ea		12						

Total Material

Equipment	Equipment Hours * A	B	C	D	E
SH 47, 1952					
Chevrolet					
Carryall	216	miles			
	5	da			

Description of Work
A Restore Pole Line
B Personal Expenses
C
D
E
F

APPROVED
DIVISION ENGINEER

* Note: Also report locomotive and automobile miles.

Correct Richard A. Fraga
Ld. Signalman Title-S. P. Co.

Approved Walter D. Hicks
Res. Engr. State Highway Dept.

1-58 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Restore Pole Line Location Ashland, Oregon G.M.O. No. SH 838

Gang Signal Gang 1A Report No. 1 ~~Daily or~~ Week Ending July 27, 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								40	2.36	
Signalmen	2								80	2.296	

Total Labor 120

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Ld. Signalman									
Meals	Ea			13					20.80
Lodging	Da			4					12.00
Signalmen									
Meals	Ea			24					33.05
Lodging	Da			8					24.00
Material Used:									
20-ft Creo. Pole	Ea	10.15	3						
Material Released:									
7-condr. cable	Ft		1500						
No. 9 GI wire	Ft		1500						
Cable rings 2"	Ea		88						
Moulding, No. 3	Ft		40						
Circuit breakers	Ea		12						

Total Material

Equipment	Equipment Hours * A	B	C	D	E
SH 47, 1952 Chevrolet Carryall	216 5	miles da			

	Description of Work
A	Restore Pole Line
B	Personal Expenses
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct Richard A. Fraga

Ld. Signalman Title-S. P. Co.

Approved Walter W. H

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Restore Pole Line Location Ashland, Oregon G.M.O. No. SH 838

Gang Signal Gang 1A Report No. 2 Daily ~~Week ending~~ July 23, 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								8	2.36	
Signalmen	2								16	2.296	

Total Labor

Class of Material	Unit	Price	A	B	C	D	E	F	Amount
Ld. Signalman:									
Meals				3					4.70
Lodging				1					3.00
Signalmen:									
Meals				6					7.90
Lodging				2					6.00

[illegible]

Total Material

Equipment	Equipment Hours * A	B	C	D	E
SH 47, 1952					
Chevrolet					
Carryall	8 miles				
	1 da				

	Description of Work
A	Restore pole line
B	Personal expenses
C	
D	
E	
F	

APPROVED

DIVISION ENGINEER

* Note: Also report locomotive and automobile miles.

Correct Richard A. Fraga

Ld. Signalman Title-S. P. Co.

Approved Walter A. Fuchs

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Restore Pole Line Location Ashland, Oregon G.M.O. No. SH 838

Gang Signal Gang 1A Report No. 3 Daily XXXXXXXXX July 24, 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								8	2.36	
Signalmen	2								16	2.296	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Ld. Signalman									
Meals				3					4.95
Lodging				1					3.00
Signalmen									
Meals				6					8.15
Lodging				2					6.00
[illegible]									

Total Material

Equipment	Equipment Hours * A	B	C	D	E
SH 47, 1952					
Chevrolet					
Carryall	8 miles				
	1 da				

Description of Work
A Restore pole line
B Personal expenses
C
D
E
F

APPROVED
L. G. Chandler
DIVISION ENGINEER

* Note: Also report locomotive and automobile miles.

Correct Richard A. Fraga
Ld. Signalman Title-S. P. Co.

Approved Walter W. Hicks
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Restore Pole Line Location Ashland, Oregon G.M.O. No. SH 838

Gang Signal Gang 1A Report No. 4 Daily or XXXXXXXXX July 25, 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								8	2.36	
Signalmen	2								16	2.296	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Ld. Signalman:									
Meals				3					4.65
Lodging				1					3.00
Signalmen:									
Meals				6					8.55
Lodging				2					6.00
								Total Material	

Ashland [illegible]

15-1054

Equipment	Equipment Hours * A	B	C	D	E
SH 47, 1952 Chevrolet Carryall	8 miles 1 da				

Description of Work
A Restore pole line
B Personal expenses
C
D
E
F

APPROVED
Chandler
DIVISION ENGINEER

* Note: Also report locomotive and automobile miles.

Correct Richard A. Fraga
Ld. Signalman Title S. P. Co.

Approved Walter W. Hicks
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Restore Pole Line Location Ashland, Oregon G.M.O. No. SH 838

Gang Signal Gang 1A Report No. 5 Daily or XXXXXXXX July 26, 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								8	2.36	
Signalmen	2								16	2.296	

Total Labor 24

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Ld. Signalman:									
Meals				2					2.80
Lodging				-					
Signalmen:									
Meals				4					4.95
Lodging				-					
Material Used:									
20-ft Creo. pole	Ea	10.15	3						
Material Released:									
7-condr. cable	Ft		1500						
NO. 9 GI wire	Ft		1500						
Cable rings 2"	Ea		88						
Moulding, No. 3	Ft		40						
Circuit breakers	Ea		12						

Total Material

Equipment	Equipment Hours * A	B	C	D	E
SH 47, 1952 Chevrolet Carryall	96 miles 1 da				

Description of Work

A Restore pole line
B Personal expenses
C
D
E
F

APPROVED
L. R. Chandler
DIVISION ENGINEER

* Note: Also report locomotive and automobile miles.

Correct Richard A. Fraga
Ld. Signalman Title S. P. Co.
Approved Walter W. Hicks
Res. Engr. State Highway Dept.

6-55-500

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

W. M. JAEKLE
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
E. J. G. ALLEN
VALUATION ENGINEER

L-7701

8291
?

IN REPLY PLEASE REFER TO

May 31, 1957

File: 912521/313
GMD : SH 838

SUBJECT: Construct Retaining Wall, Ashland, Oregon

Mr. W. C. Williams
State Highway Engineer
Oregon Highway Commission
Salem, Oregon

Attention: Mr. P. M. Stephenson, Bridge Engineer

Dear Sir:

* Attached are three copies of Weekly Report Summaries Nos. 5 to 15 inclusive one of which is supported by duplicates of Daily and Weekly Reports on Forms L-7702.

These reports are in support of Estimate No. 2 to be rendered covering the force account work done according to terms of Agreement dated January 22, 1957.

Very truly yours,

W M Jaekle
C R Tinkler

* Encl.

RECEIVED
JUN 3 1957
OREGON STATE HIGHWAY DEPARTMENT
Bridge Division

RECEIVED
JUN 3 1957
[illegible]

1 52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 4 ~~Daily~~ or Week Ending March 2 19 57

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	
									3	4.286	
								Total Labor			

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		2						3.10
							Total Material		

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection and traveling
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct

Engr. Inspr. Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Section 235 Report No. 3 Daily XXXXX Ending March 1 19 57

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer									8	2.258	
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct W A Hughes
Engr. Inspr. Title-S. P. Co.

Approved Walter D Hicks
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 12 Daily ~~Week~~ Ending March 1 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	
									3	4.286	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		2						3.10
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection and traveling
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

1-52 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W[illegible]KLY REPORT OF LABOR AN[illegible] MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 5 ~~Daily or~~ Week Ending March 9 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									40	2.857	
									7	4.286	
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Meals	Ea		14						23.35
Lodging	Da	4.00	4						16.00
								Total Material	

Equipment	Equipment Hours *					Description of Work	
	A	B	C	D	E		
						A	Inspection and traveling
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Correct

Engr. Inspr. Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr.Inspr. Report No. 17 Daily Ending March 8 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									8	2.857	
									2	4.286	
								Total Labor			

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		2						3.05
							Total Material		

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection and traveling
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct

Engr.Inspr. Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 16 Daily ~~or Week~~ Ending March 7 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		3						5.05
Lodging	Da	4.00	1						4.00
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 15 Daily ~~or Week~~ Ending March 6 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	
									1	4.286	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals			3						5.20
Lodging	Da	4.00	1						4.00
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct C. C. Hughes
Engr. Inspr. Title-S. P. Co.
Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 14 Daily ~~or Weekly~~ Ending March 5 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	
									1	4.286	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		3						5.00
Lodging	Da	4.00	1						4.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.

Approved Walter
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 13 Daily ~~xx Week~~ Ending March 4 19 57

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.											
									8	2.857	
									3	4.286	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		3						5.05
Lodging	Da	4.00	1						4.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection and traveling
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct

Engr. Inspr. Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Sec. 235 Report No. 4 ~~Daily~~ or Week Ending March 9 19 57

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer									5	1.774	
									1	361.32/168	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Flagging
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Correct C. A. Hughes
Engr. Inspr. Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

152

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W EKLY REPORT OF LABOR AN MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Sec. 235 Report No. 4 Daily ~~or Week~~ Ending March 5 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer									5	1.774	
Foreman									1	361.32/168	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct

Engr. Inspr. Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr.Inspr. Report No. 6 ~~Daily or~~ Week Ending March 16 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									40	2.857	
									2	4.286	
										Total Labor	

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Meals	Ea		9						14.60
Lodging	Da	4.00	2						8.00
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection and traveling
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct C A Hughes
Engr.Inspr. Title-S. P. Co.

Approved Walter A Hicks
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 22 Daily ~~or Week~~ Ending March 15 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive
and automobile miles.

Correct C A Hughes
Engr. Inspr. Title-S. P. Co.

Approved Walter W Hicks
Res. Engr. State Highway Dept.

1-52 **SOUTHERN PACIFIC COMPANY** L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 21 Daily ~~or Week~~ XXXX Ending March 14 1957

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr.Inspr.									8	2.857	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		2						3.15

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Inspection
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Correct

Engr.Inspr. Title-S. P. Co.

Approved Walter [illegible]

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 20 Daily XXXXX Ending March 13 19 57

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Meals	Ea		2						3.55
Lodging	Da	4.00	1						4.00
									Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive
and automobile miles.

Correct C A Hughes
Engr.Inspr. Title-S. P. Co.

Approved ______________________
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W[illegible]KLY REPORT OF LABOR AN[illegible] MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 19 Daily [illegible] Ending March 12 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	
										Total Labor	

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Meals	Ea		2						3.00
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr.Inspr. Report No. 18 Daily XXXXX Ending March 11 19 57

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	
									2	4.286	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		3						4.90
Lodging	Da	4.00	1						4.00
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Inspection & traveling
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Correct C A Hughes
Engr. Inspr. Title-S. P. Co.

Approved Walter W Hicks
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 7 Week Ending March 23 19 57

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									40	2.857	
									2	4.286	
								Total Labor			

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		8						13.45
Lodging	Da	4.00	2						8.00
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection and traveling
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.

Approved Walter
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 27 Daily ~~or Week~~ Ending March 22 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	
								Total Labor			

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		2						3.45
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

152

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 26 Daily XXXXX Ending March 21 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		2						3.45
Lodging	Da	4.00	1						4.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct

Engr. Inspr. Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr.Inspr. Report No. 25 Daily ~~or Week~~ XXXXX Ending March 20 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Hertz Rental	30 days								
# 14999	Mo.	99.50	1						99.50

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct C A Hughes
Engr.Inspr. Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 24 Daily or ~~Week~~ XXXX Ending March 19 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		2						3.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive
and automobile miles.

Correct C A Hughes
Engr. Inspr. Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr.Inspr. Report No. 23 Daily ~~or Week~~ Ending March 18 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr.Inspr.									8	2.857	
									2	4.286	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		2						3.55
Lodging	Da	4.00	1						4.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection & traveling
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct CJ Hughes
Engr.Inspr. Title-S. P. Co.
Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

G.M.O. No. SH 838

Project Construct Retaining Wall Location Ashland

Gang Engr. Inspr. Report No. 8 Daily or Week Ending March 30 19 57

XXXXXX

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									40	2.857	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		10						17.10
Lodging	Da	4.00	3						12.00
Gasoline	Gal	.359	42.8						15.38
	"	.365	66.1						24.09
	"	.369	12.3						4.56

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection and traveling
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct
Title-S. P. Co.
Engr. Inspr.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr.Inspr. Report No. 32 Daily ~~or Week~~ Ending March 29 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct
Engr.Inspr. Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 31 Daily or ~~Week~~ Ending March 28 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		2						3.15

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct C A Hughes
Engr. Inspr. Title-S. P. Co.
Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 30 Daily oXXXX Ending March 27 1957

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		3						5.40
Lodging	Da	4.00	1						4.00
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct C H Hughes

Engr. Inspr. Title-S. P. Co.

Approved Walter D

Res. Engr. State Highway Dept.

8291 L-7702

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

SH 838

Project Construct Retaining Wall Location Ashland G.M.O. No.

Gang Engr. Inspr. Report No. 29 Daily or Week Ending XXXX March 26 19 57

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.857	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		3						5.10
Lodging	Da	4.00	1						4.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
	Inspection
A	
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct Engr. Inspr. Title-S. P. Co.

Approved Walter D. Hicks Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 28 Daily ~~or Week~~ Ending March 25 19 57

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.657	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Meals	Ea		2						3.45
Lodging	Da	4.00	1						4.00

Total Material

Equipment	Equipment Hours *						Description of Work
	A	B	C	D	E		
						A	Inspection
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive
and automobile miles.

Correct C A Hughes
Engr. Inspr. Title-S. P. Co.

Approved Walter W Hicks
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 9 ~~Daily or~~ Week Ending April 13 19 57

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									16	2.727	
									2½	4.091	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		4						6.75
Lodging	Da.	4.00	1						4.00
Personal auto.	Mi.	.08	239						19.12

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Traveling and inspection.
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct Engr. Inspr.
Title-S. P. Co.

Approved Walter
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 34 Daily XXXXX Ending April 11 19 57

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.727	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		2						3.25
Personal auto.	Mi	.08	118						9.44
							Total Material		

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Traveling and inspection.
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct Cal Budin
Engr. Inspr. Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 33 Daily ~~xxxxx~~ Ending April 9 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.727	
									2½	4.091	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea.		3						5.15
Lodging	Da.	4.00	1						4.00
Personal Auto.	Mi.	.08	121						9.68

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Traveling and inspection.
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct

Engr. Inspr. Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

~~DAILY OR~~ WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 10 Week Ending April 20 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									24	2.727	
									2½	4.091	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea.		8						13.50
Lodging	Da.	4.00	2						8.00
Personal auto.	Mi.	.08	261						20.88
	Mi.	.07	48						3.36

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Traveling and inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct

Engr. Inspr. Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project **Construct Retaining Wall** Location **Ashland** G.M.O. No. **SH 838**

Gang **Engr. Inspr.** Report No. 37 Daily ~~or Week~~ Ending **April 17** 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.727	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea.		2						3.15
Personal auto	Mi.	.08	80						6.40
" "	Mi.	.07	48						3.36
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Traveling & inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive
and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.

Approved Walter
Res. Engr. State Highway Dept.

0291 -

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 36 Daily ~~XXWXX~~ Ending April 16 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	2.727	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Meals	Ea.		3						5.15
Lodging	Da.	4.00	1						4.00
Personal auto	Mi.	.08	56						4.48

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct A. Hudson
Engr. Inspr. Title-S. P. Co.

Approved Walter W. Hicks
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr Report No. 35 Daily XXXXk Ending April 15 19 57

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8 2½	2.727 4.091	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea.		3						5.20
Lodging	Da.	4.00	1						4.00
Personal auto.	Mi.	.08	125						10.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Traveling and inspection.
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.

Approved Walter Hicks
Res. Engr. State Highway Dept.

Approved
Res. Engr. State Highway Dept.

8291 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Highway Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr.Inspr. Report No. 10 ~~Daily or~~ Week Ending April 20, 1957

Supplement No. 1

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									24	2.727	65.45
Engr.Inspr.		Shown on Report							2½	4.091	10.23
64T		Weekly #10							26½		75.68
									24	2.727	65.45
		Should be							2	4.091	8.18
											73.63
									½	Cr.	2.05
		Difference									

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct O. A. Hughes Title S. P. Co.

Approved Walter W. Hubs
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Highway Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 35 Daily ~~Week~~ Ending April 15, 1957

Supplement #1

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr. 64T		Shown on Report Daily #35							8	2.727	21.82
									2½	4.091	10.23
									10½		32.05
		Should be							8	2.727	21.82
									2	4.091	8.18
									10		30.00
		Difference							½	Cr.	2.05
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive
and automobile miles.

Correct OC Hughes
Title-S. P. Co.

Approved Walter W Hicks
Res. Engr. State Highway Dept.

5271 L-7701

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Highway Retaining Wall Location Ashland

Gang Engr.Pnspr. G.M.O. No. SH 838

Report No. 11 ~~Daily or~~ Week Ending May 11, 1957

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Draftsman #78											
									12	480/184	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	ea.		4						7.00
Lodging	day	400	1						4.00
Personal auto	mi.	.08	2.60						20.80

Total Material 31.80

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Traveling and inspection.

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct C A Hughes
Title-S. P. Co.

Approved Walter
Res. Engr. State Highway Dept.

L-7701

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Highway Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr.Inspr. Report No. 38 Daily ~~Weekly~~ Ending May 8, 1957

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Draftsman #78									8	480/184	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	ea.		2						3.65
Lodging	day	4.00	1						4.00
Personal auto	mi.	.08	132						10.56

Total Material 18.21

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Traveling & inspection.
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

5291 L-7701

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

L-7702

Project Construct Highway Retaining Wall Location Ashland

Gang Engr. Inspr. G.M.O. No. SH 838

Report No. 39 Daily ~~or Week~~ Ending May 9, 1957

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Draftsman #78											
									4	480/184	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	ea.		2						3.35
Personal auto	mi.	.08	128						10.24

Total Material 13.59

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Traveling
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct CAVaughn
Title-S. P. Co.

Approved Walter W. H
Res. Engr. State Highway Dept.

6-56-500

8291 L-7701

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

W. M. JAEKLE
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
E. J. G. ALLEN
VALUATION ENGINEER

IN REPLY PLEASE REFER TO

April 12, 1957

File:912521/313
GMO :SH 838

NOTED
C A GARDNER

SUBJECT: Construct Retaining Wall, Ashland, Oregon

Mr. W. C. Williams
State Highway Engineer
Oregon Highway Commission
Salem, Oregon

Attention: Mr. P.M.Stephenson, Bridge Engineer

Dear Sir:

* Attached are three copies of Weekly Report Summaries Nos. 1 to 4 inclusive one of which is supported by duplicates of Daily and Weekly Reports on Forms L-7702.

These reports are in support of Estimate No. 1 to be rendered covering the force account work done according to terms of Agreement dated January 22, 1957.

Very truly yours,

W. M. Jaekle
C R Tinkler

* Encl.

RECEIVED
APR 15 1957
OREGON
STATE HIGHWAY COMMISSION

152

L-7702

SOUTHERN PACIFIC COMPANY
DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Pole Line Location Ashland G.M.O. No. SH 838

Gang Sig. Gang 1 Report No. 1 XXXXXX Week Ending Feb. 9 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Signalman	1								32	2.266	

Total Labor 32 hours

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Signalman Meals	Ea.			10					14.10
Lodging	Da.			3					9.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Relocate pole line temporarily
B Personal Expenses
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct Eddie C. Owens
Sig. Foreman Title-S. P. Co.
Approved Walter W. Hicks
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Pole Line Location Ashland G.M.O. No. SH 838

Gang Sig. Gang 1 Report No. 4 Daily ~~or Week~~ Ending Feb. 7 19 57

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Signalman	1								8	2.266	

Total Labor 8 hours

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Signalman Meals	Ea			2					2.35

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Relocate pole line temporarily
B Personal Expenses
C
D
E
F

* Note: Also report locomotive
and automobile miles.

Correct Eddie C. Owens
Sig. Foreman Title-S. P. Co.
Approved Walter L. Hicks
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Pole Line Location Ashland G.M.O. No. SH 838

Gang Sig. Gang 1 Report No. 3 Daily ~~or Week~~ Ending Feb. 6 1957

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Signalman	1								8	2.266	

Total Labor 8 hours

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Signalman meals	Ea			3					4.05
Lodging	Da			1					3.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Relocate pole line temporarily
B Personal Expenses
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct Eddie C. Owens
Sig. Foreman Title-S. P. Co.

Approved Walter D Hicks
Res. Engr. State Highway Dept.

152

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W EKLY REPORT OF LABOR A MATERIAL USED

Project Relocate Pole Line Location Ashland G.M.O. No. SH 838

Gang Sig. Gang 1 Report No. 2 Daily ~~or Week~~ Ending Feb. 5 1957

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Signalman	1								8	2.266	

Total Labor 8 hours

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Signalman Meals	Ea			3					4.50
Lodging	Da.			1					3.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Relocate pole line temporarily
B Personal Expenses
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct Eddie C. Owens
Sig. Foreman Title-S. P. Co.

Approved Walter Hicks
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Pole Line Location Ashland G.M.O. No. SH 838

Gang Signal Gang 1 Report No. 1 Daily or ~~Week~~ Ending Feb. 4 1957

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Signalman	1								8	2.266	

Total Labor 8 hours

Class of Material	Unit	Price	A	B	C	D	E	F	Amount
Signalman Meals	Ea			2					3.20
Lodging	Da.			1					3.00

Total Material

Equipment	A	B	C	D	E

Description of Work

A Relocate pole line temporarily
B Personal Expenses
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct Eddie C. Owens
Sig. Foreman Title-S. P. Co.

Approved Walter Hicks
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

SHEET 1 DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Pole Line Location Ashland G.M.O. No. SH 838

Gang Sig. 1A Report No. 1 ~~Daily or~~ Week Ending Feb. 9 19 57

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1										
Signalman	1								32	2.33	
									32	2.266	

Total Labor 64 hours

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Cir. breakers	Ea	2.01	12						
#6 offset sleeves	Ea	.29	17						
#6 splic.sleeves	Ea	.19	9						
#9 offset sleeves	Ea	.17	15						
#9 splic.sleeves	Ea	.10	7						
#14 AWG gal.cop.wire	Ft	.02	48						
Conc.anchor blocks	Ea	.46	2						
Hubeye anchor rods	Ea	1.70	2						
25' pole	Ea	13.78	1						
20' pole	Ea	10.15	1						
3/8" steel strand	Ft	.06	60						
3-bolt Hub.guy clamp	Ea	.48	4						
Guy hooks	Ea	.28	4						
Lag screw ½"x 4½"	Ea	.11	4						
Strain plates	Ea	.26	4						
#6 to 14 sleeve	Ea	.27	6						
#9 to 14 sleeve	Ea	.13	6						
#7 condr. cable	Ft	.26	1500						
#9 galv.iron wire	Ft	.0089	1500						
2" cable rings	Ea	.04	88						
Moulding	Ft	.46	40						
(Continued on sheet 2)									

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E
SH 47 1952					
Chev.carryall					
	208 mi.				
	4 da.				

	Description of Work
A	Relocate pole line temporarily
B	Personal expenses
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct Richard A. Fragg
Ld. Signalman Title-S. P. Co.

Approved Walter D Hicks
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

SHEET II

Project Relocate Pole Line Location Ashland G.M.O. No. SH 838

Gang Sig. 1A Report No. 1 ~~Daily~~ Week Ending Feb. 9 19 57

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Material Released									
20' poles (scrap)	Ea		6						
1/4" guy wire "	Ft.		35						
SECONDHAND: (Released temp. to be reused when pole line restored to									
8-pin cross arms	Ea		6				original location)		
#7953 cr.arm braces	Ea		2						
#5042 cr.arm braces	Ea		8						
½"x 9½" cr.arm pins	Ea		48						
#19 glass insulators	Ea		48						
Gal.mach.bolts 5/8"									
x 14"	Ea		8						
#9 BWG gal.iron wire	Ft.		4500						
#6 BWG gal.iron wire	Ft		4500						
Ld.Signalmen meals	Ea			10					14.90
Lodging	Da			3					9.00
Signalmen Meals	Ea			10					14.15
Lodging	Da			3					9.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Relocate pole line temporarily
						B	Personal Expenses
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Correct Richard A. Fraga
Ld.Signalman Title-S. P. Co.

Approved Walter W. Hicks
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Pole Line Location Ashland G.M.O. No. SH 838

Gang Sig. 1A Report No. 1 Daily ~~XXXXX~~ Ending Feb. 4 1957

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								8	2.33	
Signalman	1								8	2.266	

Total Labor 16 hours

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Cir. breakers	Ea	2.01	6						
No.6 offset sleeves	Ea.	.29	7						
No.6 splic.sleeves	Ea	.19	3						
No.9 offset sleeves	Ea	.17	5						
No. 9 splic.sleeves	Ea	.1[illegible]	1						
#14 AWG sol.cop.wire	Ft	.02	24						
Conc.anchor blocks	Ea	.46	2						
Hubeye anchor rods	Ea	1.70	2						
Lead Signalman:									
Meals	Ea			2					3.40
Lodging	Da			1					3.00
Signalman:									
Meals	Ea			2					3.35
Lodging	Da			1					3.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E
SH 47 1952					
Chev. carryall					
	96 miles				
	1 da.				

Description of Work

A Relocate pole line temporarily
B Personal expenses
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct Richard A. Fraga
Ld. Signalman Title-S. P. Co.

Approved Walter W. Hicks
Res. Engr. State Highway Dept.

1-59

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W EKLY REPORT OF LABOR A MATERIAL USED

Project Relocate Pole Line
Location Ashland
G.M.O. No. SH 838

Gang Sig. 1A
Report No. 2
Daily ~~or Week~~ Ending Feb. 5 19 57

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								8	2.33	
Signalman	1								8	2.266	

Total Labor 16 hours

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Cir. breakers	Ea	2.01	6						
No.6 offset sleeves	Ea	.29	6						
No.9 offset sleeves	Ea	.17	6						
#14 AWG sol.cop.wire	Ft	.03	24						
25 ft pole	Ea	13.78	1						
20 ft pole	Ea	10.15	1						
3/8" steel strand	Ft	.06	60						
3-bolt Hub.guy clamp	Ea	.48	4						
Guy hooks	Ea	.28	4						
Lag screw ½"x 4½"	Ea	.11	4						
Strain plates	Ea	.26	4						
No.6 to 14 sleeve	Ea	.27	6						
No. 9 to 14 sleeve	Ea	.13	6						
No. 7 condr.cable	Ft	.26	1500						
No.9 galv.iron wire	Ft	.0089	1500						
2" cable rings	Ea	.04	88						
Moulding	Ft	.46	40						
Ld.Sigmn. meals	Ea			3					4.50
lodging	Da			1					3.00
Signalman meals	Ea			3					4.05
lodging	Da			1					3.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E
SH 47 1952					
Chev. carryall					
	10 mi.				
	1 da.				

	Description of Work
A	Relocate pole line temporarily
B	Personal expenses
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct Richard A Fragg
Ld. Signalman Title-S. P. Co.

Approved Walter D Hicks
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Pole Line Location Ashland G.M.O. No. SH 838

Gang Sig. 1A Report No. 3 Daily ~~Week~~ Ending Feb. 6 1957

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								8	2.33	
Signalman	1								8	2.266	

Total Labor 16 hours

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
No. 9 offset sleeves	Ea	.17	4						
No. 9 splic. sleeves	Ea	.10	6						
No. 6 offset sleeves	Ea	.29	4						
No. 6 splic. sleeves	Ea	.19	6						
Ld. Sigmn. meals	Ea		3						4.40
lodging	Da		1						3.00
Signalman meals	Ea		3						4.25
lodging	Da		1						3.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E
SH 47 1952					
Chev.carryall					
	8 mi.				
	1 da.				

	Description of Work
A	Relocate pole line temporarily
B	Personal expenses
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct Richard A. [illegible]
Ld. Signalman Title-S. P. Co.

Approved Walter W. [illegible]
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Relocate Pole Line Location Ashland G.M.O. No. SH 838

Gang Sig. 1A Report No. 4 Daily ~~Week~~ Ending Feb. 7 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Ld. Signalman	1								8	2.33	
Signalman	1								8	2.266	

Total Labor 16 hours

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Material Released									
Scrap:									
20 ft. poles	Ea		6						
1/4" guy wire	Ft.		35						
S.H.: (Released temp. to be reused when pole line restored to original location)									
8-pin cross arms	Ea		6						
#7953 cross arm braces	Ea		2						
#5042 cross arm braces	Ea		8						
1"x 9¼" cr.arm pins	Ea		48						
#19 glass insulators	Ea		48						
Galv. mach.bolts 5/8" x 14"	Ea		8						
No.9 BWG galv.iron wire	Ft.		4500						
No. 6 BWG galv. iron wire	Ft.		4500						
Ld.Signalman meals	Ea			2					2.60
Signalman meals	Ea			2					2.50

Total Material

Equipment	Equipment Hours * A	B	C	D	E
SH 47 1952					
Chev.carryall					
	94	mi.			
	1	da.			

Description of Work

A Relocate pole line temporarily
B Personal expenses
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct Richard A. Fraga
Ld. Signalman Title-S. P. Co.

Approved Walter Hicks
Res. Engr. State Highway Dept.

1-56 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct retaining wall Location Ashland G.M.O. No. SH 838

Gang Engr.Inspr. Report No. 1 Dxxxxx Week Ending Feb. 16 19 57

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr. 64-T									10½	3.00	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		3						4.95
Lodging	Da	4.00	1						4.00
Private automobile	Mi	.08	220						17.60
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection and Traveling
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct

Engr.Inspr. Title-S. P. Co.

Approved Walter D. Hicks

Res. Engr. State Highway Dept.

352

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W[illegible]KLY REPORT OF LABOR AN[illegible] MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 1 Daily xxxxxx Ending Feb. 11 19 57

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engineer Inspector 64-T									8	3.00	
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		2						3.45
Lodging	Da	4.00	1						4.00
Private Automobile	Mi	.08	118						9.44
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Inspection and traveling
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Correct C A Hughes
Engr. Inspr. Title-S. P. Co.

Approved Walter L Hicks
Res. Engr. State Highway Dept.

1-58 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 2 Daily xxxxx Ending Feb. 12 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr. 64-T									2½	3.00	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		1						1.50
Private Automobile	Mi	.10	102						8.16

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Traveling
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct

Engr. Inspr. Title-S. P. Co.

Approved Walter A Hicks

Res. Engr. State Highway Dept.

1-50 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 2 Dxxxxx Week Ending Feb. 23 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									32	3.00	
64-T									14½	4.50	
								Total Labor			

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		13						22.10
Lodging	Da	4.00	4						16.00
Private automobile	Mi	.08	280						22.40
" "	Mi	.07	42						2.94
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection and traveling
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.
Approved
Res. Engr. State Highway Dept.

1-58 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 3 Daily Ending Feb. 18 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.											
64-T									8	3.00	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Meals	Ea		2						3.55
Lodging	Da	4.00	1						4.00
Private Automobile	Mi	.08	122						9.76
Rental Truck									
Hertz #14999	Mo	99.50	(Subject to charge of 0.06 for each mile in excess of 1083 per month)						

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection and Traveling
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.

Approved Walter A. Hicks
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 4 Daily XXXXX Ending Feb. 19 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	3.00	
64-T									1	4.50	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		3						5.10
Lodging	Da	4.00	1						4.00
Private Automobile	Mi	.08	19						1.52

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

1-52 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 5 Daily ~~Week~~ Ending Feb. 20 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	3.00	
64-I									1	4.50	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		3						5.05
Lodging	Da	4.00	1						4.00
Private automobile	Mi	.08	22						1.76

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.
Approved
Res. Engr. State Highway Dept.

1-58

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 6 Daily XXXXX Ending Feb. 21 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	3.00	
64-T									1	4.50	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Meals	Ea		3						5.20
Lodging	Da	4.00	1						4.00
Private automobile	Mi	.08	18						1.44

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct O A Hughes
Engr. Inspr. Title-S. P. Co.

Approved Walter [illegible]
Res. Engr. State Highway Dept.

1-56

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 7 Daily ~~or Week~~ Ending Feb. 22 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr. 64-T									11½	4.50	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		2						3.20
Private automobile	Mi.	.08	99						7.92
" "	Mi.	.07	42						2.94

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection and traveling
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct VA Hughes Title-S. P. Co.
Engr.Inspr.

Approved Walter Hicks
Res. Engr. State Highway Dept.

1-58

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining wall Location Ashland G.M.O. No. SH 838

Gang Section 235 Report No. 1 ~~Daily~~ or Week Ending Feb. 23 19 57

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman										361.32/160	
Overtime									2-2/3	3.387	
Laborers										1.774	
Overtime									14	2.661	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

1-52 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Section 235 Report No. 1 Daily ~~or Week~~ Ending Feb. 22 19 57

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman										361.32/160	
Overtime									2-2/3	3.387	
Laborers										1.774	
Overtime									14	2.661	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive
and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.

Approved Walter W. Hicks
Res. Engr. State Highway Dept.

1-50 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 3 Week Ending Feb. 28 1957

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									32 7½	3.00 4.50	
								Total Labor			

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		10						16.90
Lodging	Da	4.00	3						12.00
Gasoline	Gal	.369	12.2						4.50
	"	.365	9.8						3.50
	"	.359	10.0						3.87
	"	.365	10.0						3.65
Oil	Qt	.50	1						.50
						Total Material			

Equipment	Equipment Hours * A	B	C	D	E	Description of Work	
						A	Inspection and traveling
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Correct

Engr. Inspr. Title-S. P. Co.

Approved Walter H Hicks

Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W EKLY REPORT OF LABOR A MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 8 Daily XXXXX Ending Feb. 25 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	3.00	
64-T									3½	4.50	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Meals	Ea		3						5.00
Lodging	Da	4.00	1						4.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection and traveling
B	
C	
D	
E	
F	

* Note: Also report locomotive
and automobile miles.

Correct

Engr. Inspr. Title-S. P. Co.

Approved Walter D Hicks

Res. Engr. State Highway Dept.

1-50 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 9 Daily XXWWXX Ending Feb. 26 19 57

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	3.00	
64-T											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Meals	Ea	2							3.25

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

	Description of Work
A	Inspection and traveling
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct C A Hughes

Engr. Inspr. Title-S. P. Co.

Approved Walter W Hicks

Res. Engr. State Highway Dept.

1-58 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 10 Daily XXXXX Ending Feb. 27 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	3.00	
									1	4.50	

Total Labor

Class of Material	Unit	Price	Quantities A	Quantities B	Quantities C	Quantities D	Quantities E	Quantities F	Amount
Meals	Ea		2						3.45
Lodging	Da	4.00	1						4.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Inspection
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Correct

Engr. Inspr. Title-S. P. Co.

Approved Walter

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Engr. Inspr. Report No. 11 Daily XXXXX Ending Feb. 28 1957

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Inspr.									8	3.00	
									3	4.50	
								Total Labor			

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Gasoline	Gal	.369	12.2						4.50
"	"	.365	9.8						3.50
"	"	.359	10.0						3.87
"	"	.365	10.0						3.65
Oil	Qt	.50	1						.50
Meals	Ea		2						5.20
Lodging	Da	4.00	1						4.00
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection and traveling
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct

Engr. Inspr. Title-S. P. Co.

Approved Walter W. Hicks

Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project **Construct Retaining Wall** Location Ashland G.M.O. No. SH 838

Gang Section 235 Report No. 2 ~~Daily or~~ Week Ending Feb. 28 19 57

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer									4	2.258	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive
and automobile miles.

Correct O.A. Hughes
Engr. Inspr. Title-S. P. Co.

Approved Walter D. Hicks
Res. Engr. State Highway Dept.

1-58

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Construct Retaining Wall Location Ashland G.M.O. No. SH 838

Gang Section 235 Report No. 2 Daily or ~~Week~~ Ending Feb. 28 1957

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborer									4	2.258	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct
Engr. Inspr. Title-S. P. Co.

Approved Walter W. Hicks
Res. Engr. State Highway Dept.

FLH-3(16) Burns Jct.-Basque Maint. 1956
Station Sec.
#4839

4839

Monthly transaction number 2-37	For -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Malheur
Project report number 7		Project number FLH-3(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 5, 19 57, is hereby modified as follows:

Revised estimated total cost of project	$206,105.00
Revised Federal funds	$198,216.00
Other revisions - None.	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of February, 19 58.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

February 13, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Burns Jct.-Basque Maintenance Station Section, Project No. FLH-3(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RMC:bb

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Burns Junction - Basque Maintenance Station Section
I.O.N. Highway
Malheur County

NATURE OF WORK:

Grade and base

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4839 4839 Central Paving Co. 12-17-56

DATE OF COMPLETION:

Completed: 6-3-57
Accepted: 8-8-57
Final Payment mailed: 8-13-57

REMARKS: Modification of Project Agreement to increase amount of Federal Funds

RECEIVED
1957
FOR FILING

FLH-3 (16)

4831

483

Form PR-2 (Revised 1950)

State Oregon
Project No. FLH-3(16)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of July, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 24th day of July, 1956, a program, which was approved on the 31st day of July, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the ~~District~~ Division Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 20th day of November, 1956, and the sum of one hundred ninety four thousand, eight hundred fifty two and 00/100 dollars ($194,852.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of Chapter 529, Laws 1939. act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 1877+11 and 2737+22.8, north of Basque.

, length 11.038 miles, in Malheur County, being Oregon project No. FLH-3(16), consisting of 11.038 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11879-4

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred ninety four thousand, eight hundred fifty two and 00/100 dollars ($194,852.00), which does not exceed the authorized Federal pro rata share of one hundred ninety four thousand, eight hundred fifty two and 00/100 dollars ($194,852.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title of officer)

By Wm Mc [illegible]
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By C G Polk
Division Engineer,
Bureau of Public Roads.

June 28, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Burns Jct.-Basque Maintenance Station Section, Project No. FLH-3(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:ia

May 7, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Burns Junction-Basque Maintenance Section, Project No. FLH-3(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project No. FLH-3(16)

BURNS JUNCTION-BASQUE MAINTENANCE STATION SECTION

OF THE I.O.N. HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1957

Type Code 6201
Roadway (Sta. 1877+11 to Sta. 2064+12.1)(Sta. 2117+15.4 to Sta. 2355+79)
(Sta. 2523+44.2 to Sta. 2577+76)(Sta. 2581+14.4 to Sta. 2630+61.8)
(Sta. 2683+37.6 to Sta. 2737+22.8)(Contract No. 4839)

All Required	Clearing and Grubbing (70%)		$ 840.00
4 cu. yds.	Drainage Excavation, Unclassified	$5.00	20.00
6,600 cu. yds.	Special Borrow Excavation, Unclassified	0.40	2,640.00
4,600 cu. yds.	General Excavation, Unclassified	1.50	6,900.00
110 hours	Blade Grader	11.00	1,210.00
31,000 yd. miles	Truck Haul	0.13	4,030.00
10 lin. ft.	18 Inch Corrugated Metal Pipe	8.00	80.00
2,900 lin. ft.	Metal Guard Rail	2.65	7,685.00
340 only	Metal Sight Posts	2.76	938.40
1,700 cu. yds.	3/4" - 0 Material in Shoulders	3.00	5,100.00
290 M-gals.	Sprinkling	3.00	870.00
1,100 tons	Asphaltic Concrete Mixture in Patching	3.73	4,125.00
21,600 tons	Asphaltic Concrete Mixture	3.75	81,000.00
1,360 tons	85-100 Asphalt in Mixture	41.25	56,100.00
80 tons	RS-1 Asphalt	55.00	4,400.00
			$175,938.40
All Required	Flagging (57½% of Contractor's Cost)		1,200.00
	Subtotal		$177,138.40
	10% Engr. & Cont.		17,713.60
	Total		$194,852.00

Length of Roadway 11.038 Miles
Cost of Roadway per Mile $17,652.83

Federal Funds -	$194,852.00
State Funds -	- -
	$194,852.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. FLH-3(16)

BURNS JUNCTION-BASQUE MAINTENANCE STATION SECTION OF THE I.O.N. HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 19, 1956

Type Code 5201
Roadway (Sta. 1877+11 to Sta. 2064+12.1)(Sta. 2117+15.4 to Sta. 2355+79)
(Sta. 2523+44.2 to Sta. 2577+76)(Sta. 2581+14.4 to Sta. 2630+61.8)
(Sta. 2683+87.6 to Sta. 2737+22.8)

All Required	Clearing and Grubbing (70%)		$ 700.00
4 cu. yds.	Drainage Excavation, Unclassified	$4.00	16.00
6,600 cu. yds.	Special Borrow Excavation, Unclassified	0.75	4,950.00
4,600 cu. yds.	General Excavation, Unclassified	1.00	4,600.00
110 hours	Blade Grader	11.00	1,210.00
31,000 yd. miles	Truck Haul	0.20	6,200.00
10 lin. ft.	18 Inch Corrugated Metal Pipe	7.50	75.00
2,900 lin. ft.	Metal Guard Rail	3.00	8,700.00
340 only	Metal Sight Posts	3.00	1,020.00
1,700 cu. yds.	3/4" - 0 Material in Shoulders	3.50	5,950.00
290 M-gal.	Sprinkling	5.00	1,450.00
1,100 tons	Asphaltic Concrete Mixture in Patching	4.50	4,950.00
21,600 tons	Asphaltic Concrete Mixture	4.25	91,800.00
1,360 tons	85-100 Asphalt in Mixture	38.00	51,680.00
80 tons	RS-1 Asphalt	55.00	4,400.00
	Subtotal		$187,701.00
	10% Engr. & Cont.		18,770.10
			$206,471.10

Length of Roadway 11.038 Miles
Cost of Roadway per Mile $18,705.48

Federal Funds -	$199,844.06
State Funds -	6,627.04
	$206,471.10

RECEIVED
SEP 23 1957

NOTED
W. C. WILLIAMS

Contract #4889

FLH 3(16)

[illegible]

FINAL COST ANALYSIS

Burns Vct.-Basque Maint. Sta.
Grading and Paving
Central Paving Co., Contractor
L. C. Johnson, Resident Engineer

Sept. 13, 1957
I.O.N. Highway
Prefix 123-1074
FLH 3 (16)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	---	$---	$---	$ 1,008.11	$ 1,200.00
Drain. Exc., Unclass.	1.16	Cu. Yd.	5.00	4.82	5.60	5.80
Special Borrow Exc. Unclass.	12,561.6	Cu. Yd.	0.40	0.40	5,024.64	5,024.64
Gen. Exc., Unclass.	8,242.4	Cu. Yd.	1.50	1.902	15,684.95	12,363.60
Blade Grader	210	Hours	11.00	10.40	2,183.25	2,310.00
Truck Haul	66,789	Yd. Mls.	0.13	0.166	11,111.96	8,682.57
18" Corr. Metal Pipe, Unctd.	10	Lin. Ft.	8.00	5.91	59.12	80.00
Metal Guard Rail	2,611.5	Lin. Ft.	2.65	2.63	6,885.27	6,920.48
Metal Sight Post	451	Each	2.76	2.94	1,326.18	1,244.76
*3/4-0 Matl in Shoulders	2926	Cu. Yd.	3.00	2.37	6,931.66	8,778.00
Sprinkling	395	M/Gals	3.00	2.35	925.27	1,185.00
Asph. Conc. Mixture in Patch.	3,287.85	Tons	3.75	2.855	9,386.81	12,329.44
Asph. Conc. Mixture	30,259.16	Tons	3.75	2.902	87,809.55	113,471.85
85-100 Asphalt in Mixture	2,221.76	Tons	41.25	41.91	93,119.43	91,647.60
RS-1 Asphalt	63.17	Tons	55.00	52.87	3,339.92	3,474.35
*Pave. Seal Agg. in S.P.	781.44	Cu. Yd.	2.25	2.25	1,758.24	1,758.24
*PA#1 Pur. Excess ¼"-0	---	---	---	---	---	---
*Paving Agg. in S. Pile	2,463.1	Cu. Yd.	0.15	0.15	369.47	369.47
Force Account (Flagging State Share)					1,334.44	1,334.44
					$248,263.87	$272,180.24

*Work done all or part by N. A. Toole.

Total Revenue	$272,180.24
Net Cost	248,263.87
Net Profit	$ 23,916.37

Net Profit equals 8.8% of Gross Revenue.

Contract #4839

Detail of Cost

LABOR:

Labor	$26,454.20	
Labor Insurance	1,896.78	
Health and Welfare	793.62	
		$29,144.60

MATERIALS

18" Corr. Metal Pipe	10 Lin. Ft., 5.02 Inc. 1 Band	$ 50.18	
85-100 Asphalt	2221.76 Tons, 41.09 Inc. Frt.	91,293.56	
RS-1 Asphalt	63.17 Tons, 39.80 Inc. Frt.	2,514.17	
Metal Guard Rail	2611.5 Ft., 1.70	4,446.00	
Metal Sight Post	451, 1.53 each	690.00	
			$98,993.91

EQUIPMENT RENTALS & MISC. SUPPLIES:

Equipment Rentals (Owned)	$19,916.28	
Hired Equipment	7,160.32	
Hired Trucks (fully operated)	22,017.01	
Gas, Oil and Grease	7,566.76	
Small Tools and Misc. Supplies	1,058.15	
Heat Oil	5,426.22	
Powder and Caps	1,209.53	
P. U. C. Fees	1,065.88	
PL and PD Insurance	330.65	
Bond	1,633.08	
Home Office and General Overhead	7,341.30	
		$74,725.18
Paid to N. A. Toole Construction Company (Crushing)		37,402.81
Paid to J. C. Denton & Sons (Installing Guard & Sight Post)		2,972.73
Paid to Subcontractor on Special Borrow		5,024.64
	Total Cost	$248,263.87

BREAKDOWN OF PAVING COST

Item	Quantity	Unit	Cost	Unit Cost
Move in and Set Up	33,547.01	Tons	$12,028.17	$0.358
Feed Plant	33,547.01	Tons	2,682.94	0.079
Heat and Mix	33,547.01	Tons	19,553.75	0.584
Plant and Aggregate	33,547.01	Tons	31,325.00	0.934
Cost of Mix. at Plant	33,547.01	Tons	$ 65,589.86	$1.955
Haul and Streetwork on Patching	3,287.85	Tons	2,945.74	0.895
Haul and Streetwork on Asphaltic Conc. Mixture	30,259.16	Tons	28,660.76	0.947
85-100 Asphalt (Inc. Freight)	33,547.01	Tons	93,119.43	2.775

A 6,000 lb. Batch Plant operated 147.5 hours for an average production of 227.4 tons per working hour.

REMARKS:

This was a Federal Lands Highway Project, calling for widening of 16.29 miles of highway roadbed, construction of 16.29 miles of asphaltic concrete pavement, and the construction of 16.29 miles of stone shoulders. The project was bid December 17, 1956, and work started January 24, 1957. The project was completed June 10, 1957.

On January 24, 1957, the contractor started moving in a 3/4 cu. yd. shovel, 1 Blade, 3 trucks, Compressor & 3 Jackhammers, and started drilling and shooting the rock excavation. All the cuts were small and solid rock. These small cuts proved to be costly, and with lost time due to equipment breakdowns the excavation item shows a loss. The item special borrow was sublet at bid price.

On March 12, 1957, N. A. Toole, subcontractor on all crushed materials, started moving in his crushing plant into the gravel pit located on the easterly side of the I.O.N. Highway at Sta 2240+00 or Mile Point 75.4.

A 6,000 lb. paving plant was moved in from Northern Washington into the gravel pit and set up adjacent to the stockpiles. Paving was started on April 19, 1957, and all paving was completed May 4, 1957. All plant mix material was hauled to the road in 2-company owned trucks and the rest hired trucks. Having high production on plant mix material, this item shows a nice profit.

The contractor furnished all guard rail and sight post and hired V. C. Denton and Sons to install guard rail at $.90 per foot, sight post at $1.38 each.

The contractor, having good paving equipment and high production on asphaltic concrete, realized a fair profit from this project.

M. N. Juve
Chief Cost Analyst

By

R. T. Wechter

RECEIVED
AUG 14 1957
FOR FILING
FIH-3(16)
4F31

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4839	6-Final	Central Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17928	H-187958	$ 8,743.46	8/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 130 workdays from 3-1-57

Time Extensions: None

Completion Date: June 3, 1957

Date Accepted: Aug. 18, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
AUG 2 1957
FOR FILING

4839

August 2, 1957

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4839 for grading and paving on the Burns Junction-Basque Maintenance Station Section of the I. O. N. Highway in Malheur County was completed by the contractor, Central Paving Company, on June 3, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $8,743.46 will be released to the contractor after acceptance by the Commission. The total contract amount is $272,180.24, of which amount $1,334.44 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

em

RECEIVED
JUL 1 1957
FOR FILING

FLH-3(16)

1237

June 27, 1957

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 263 covering painting and reflectorizing metal sight posts on the Burns Junction-Basque Maintenance Station Section of the I. O. N. Highway in Malheur County, Contract No. 4039, in connection with Federal Aid Project No. FLH-3(16).

The state has the necessary material and equipment, operated by trained crews, to perform this work economically. The contractor is not equipped to do this special work and the amount of work is too small to warrant a separate contract.

Equipment rental rates are to conform with the established schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUN 21 1957
FOR FILING

[illegible]

4839

June 21, 1957

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

It is the intention of the State Highway Commission to release to Central Paving Company a portion of the funds heretofore retained by the Commission on Contract No. 4839, for grading and paving on the Burns Jct.-Basque Maintenance Station Section of the I. O. N. Highway in Malheur County.

This payment, in the amount of $58,548.24, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $8,147.53. The present payment will be released on or after July 1, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

cm

RECEIVED
JUN 10 1957
FOR FILING

FLH 3(16)

4839

June 10, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 3, 1957, on Contract No. 4839, Burns Junction-Basque Maintenance Station Section, in Malheur County, in connection with Federal Aid Project No. FLH-3(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DSP:bb

cc: Clarence G. Swanson

Form E-1—1034—10-56

C GON STATE HIGHWAY DEPARTM T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 8, 1957

Section Burns Jct.-Basque Maint. Station	Kind of work Grading and Paving
Highway I.O.N. County Malheur	Section prefix 123-1074 FLH#3 (16)
Contractor Central Paving Co.	Contract number 4839
Date of contract December 17, 1956	Date of completion 130 days begin March 1, 1957
Date work started January 24, 1957	Estimated date of completion June 3, 1957
Project authorization $313,774.20 Exclusive of Engineering $291,461.37	Per cent of time elapsed 47.% % of Workdays expired %

Estimated cost of completed project, exclusive of engineering $ 285,584.31

Estimated per cent overrun or underrun 00 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $22,312.83

Engineering cost to date $21,408.65, 96 % — Date project was completed June 3, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished the work on guard rail and Sight posts Monday this week/ Contractor still has some equip ent to move off job.

Mr. L. C. Jensen, Federal Aid Engr. in office and over project for Final inspection this week.

Transitman and Chainman on exchange time this week., one man in office on semi-final all this week. One man in office first three days this week, ~~xx~~ remainder of week on temporary assignment to N.Unit, Vale-Grand Avenue Section. Lytly Blvd. County Road. Expect to finish semi-final middle of next week.

FINAL REPORT THIS PROJECT.

CONSTRUCTION DIVISION
RECEIVED
[illegible]

NOTED Ey

Noted
M. N. Juve

Signed L. C. Johnson

Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
V. D. WOLFE

State Printing 80712

	GRADING	SURFACING	MAI NANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	16.29				16.29
Miles partially completed	16.29				16.29
Miles completed	16.29				16.29
Total estimated quantities (contract)	7,600 11,200				33,850
Total quantities corrected to date	8,242.4 12,561.6				33,547
Estimated quantities moved or placed to date	8,242.4 12,561.6				33,547
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers.........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear	None	
Tuesday	"	"	
Wednesday	"	"	
Thursday	Cloudy	"	
Friday	"	"	
Saturday			

RECEIVED

FOR FILING

FLH-3(16)

FORM 8-30X—37,500—8-56—96615

4839

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1957

SUBJECT: Burns Jct.-Basque Maint. Station
I. O. N. Highway
Malheur County
Contract #4839

To: A. F. Parson
Division Engineer
Division 5
La Grande, Oregon

Reference is made to laboratory reports covering samples of both 3/4"-1/4" crushed gravel and 1/4"-0 crushed gravel of the following numbers:

3/4"-1/4"	Laboratory reports	415667, 415668, 415671, 415672, 415675, 415676, covering operations of April 3 and 4, 1957.
1/4"-0	Laboratory reports	415470, 415471, 415502, 415503, 415504, 415505, 415494, 415495, 415596, 415497, 415488, 415489, 415669, 415670, 415673, 415674, 415677, 415678, covering production of March 29 and April 1 to April 4 inclusive.
Asphaltic concrete	Laboratory reports	415969, 415970, dated April 12, 1957.

Generally, the gradation of 3/4"-1/4" crushed gravel, prior to April 3, was within our specifications. On April 3 and 4, slight excess of material passing the 1/4" screen is indicated on the above laboratory tests.

NOTED
FORREST COOPER

A. F. Parson
Page 2
April 12, 1957

Please instruct the resident engineer to continue to work with the contractor toward the production of asphaltic concrete complying with our specifications.

Tom Edwards
Construction Engineer

by
L. H. Young
Assistant Construction Engineer

LHY/WCH/ELY

RECEIVED
APR 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 1957
FOR FILING
FLH-[illegible]
4839

February 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Burns Junction-Basque Maintenance Station Section of the I. O. N. Highway in Malheur County, Contract No. 4839, in connection with Federal Aid Project No. FLH-3(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
FEB 1 1957
FOR FILING

FORM E-30X—50M—11-55—90226
FLH-3 (16)

4839

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1957

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

The subcontract between the Central Paving Company and N. A. Teels Company, covering furnishing of aggregates only for Items 10, 12, 13 and 16, on the Burns Junction-Basque Maintenance Station, Contract No. 4839, Oregon FLH-3 (16) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

RECEIVED
FEB 1 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JAN 24 1957
FOR FILING

FLH-3(16)

4839

January 22, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 18, 1957, on Contract No. 4839, Burns Junction-Basque Maintenance Station Section, in Malheur County, in connection with Federal Aid Project No. FLH-3(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

A

RECEIVED
JAN 11 1957
FOR FILING

FIH-3 (6)

4839

January 10, 1957

Central Paving Co.
P. O. Box 38
Independence, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4839, which was awarded to you by the State Highway Commission on December 17, 1956, for grading and paving on the Burns Jct.-Basque Maintenance Station Section of the I.O.W. Highway in Malheur County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 19 1956
FOR FILING

FLH-2 (16)

4839

December 19, 1956

Central Paving Company
P. O. Box 38
Independence, Oregon

Gentlemen:

The State Highway Commission on December 17, awarded to you State Highway Contract No. 4839 for grading and paving on the Burns Junction-Basque Maintenance Station Section of the I-O-N Highway in Malheur County.

This award was based on your bid of $263,160.40, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
[illegible] 1956
FOR FILING
OREGON DISTRICT

FLH-3 (16)

4839 08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

December 17, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4839 for Oregon Project FLH 3(16), Burns Junction-Basque Maintenance Station Section of the I.O.N. Highway, to Central Paving Company of Independence, Oregon, low bidder in the amount of $263,160.40 at the December 17, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 20 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 1956
FOR FILING

OREGON DISTRICT
FLH-3 (16)

4839

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

08-35 November 20, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project FLH-3(16), Burns Junction-Basque Maintenance Station Section of the I.O.N. Highway.

This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
DEC 6 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 1 1956
FOR FILING

FLH-3 (10)

4839

July 31, 1956

Oregon State Highway Commission

Gentlemen:

The State of Oregon has been allotted an additional $199,844 of Federal Lands Funds which are immediately available for contracting. These funds were allotted for use on the I.O.N. Highway in Malheur County.

In the use of Federal Lands Funds, it is necessary that the state pay cost of construction on private lands. In order to use the $199,844 of federal funds, it will be necessary to match this with approximately $120,156 of state funds to provide construction across private land sections. This then will make a total program of $320,000 and we will be able to widen and pave a section approximately 16 miles in length, which will extend the work that has been completed, or is under way, from 35 miles to 51 miles.

This matter will be on the next agenda, and it is recommended that you authorize $120,000 of unappropriated funds to match the federal funds available.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:fn
cc Mr. S. H. Probert
Mr. Forrest Cooper
Mr. C. H. Maison

FORM E-30 25M 9-51 83315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1956

SUBJECT: Allotment of funds for Burns Jct.-Basque Maintenance Station Section of I.O.N. Highway

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

We should have Commission approval of an allotment of $320,000 for a Federal Lands Highway Project on the Burns Jct.-Basque Maintenance Station Section of the I.O.N. Highway.

This allotment is required to utilize $199,844.06 of Federal Lands Funds recently made available for use on the I.O.N. Highway.

With this federal money, together with $120,155.94 of state funds, it is proposed to widen and pave a section 16.29 miles in length extending from the Basque Maintenance Station north to a point 3.5 miles south of Burns Junction. The $120,155.94 of state funds represents the cost of building across portions of the project which are through privately-owned lands and therefore not eligible for construction with Federal Lands Funds.

Bids for the project can be received at the September letting.

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
JUL 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 25 1956
FOR FILING
FLH-3(16)
4839

Salem, Oregon
July 25, 1956

Allotment of funds for Burns Jct.-
Basque Maintenance Station Section
of I.O.N. Highway

Mr. W. C. Williams
Deputy State Highway Engineer
Office

We should have Commission approval of an allotment of $320,000 for a Federal Lands Highway Project on the Burns Jct.-Basque Maintenance Station Section of the I.O.N. Highway.

This allotment is required to utilize $199,844.06 of Federal Lands Funds recently made available for use on the I.O.N. Highway.

With this federal money, together with $120,155.94 of state funds, it is proposed to widen and pave a section 16.29 miles in length extending from the Basque Maintenance Station north to a point 3.5 miles south of Burns Junction. The $120,155.94 of state funds represents the cost of building across portions of the project which are through privately-owned lands and therefore not eligible for construction with Federal Lands Funds.

Bids for the project can be received at the September letting.

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
JUL 25 1956
FOR FILING

FLH-3(16)

4539

July 24, 1956

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Approval is requested of the use of Federal Lands Funds in the improvement of a 16.3 mile section of the I.O.N. Highway in Malheur County. This project connects with the north end of Project No. FLH-3(15).

Program information for the project is as follows:

County	Malheur
Project No.	FLH-3(16)
Federal Route No.	513
State Route No.	456
Termini	From approx. 3.5 miles north of junction with FAS Rt. 455 to north end of FLH-3(15)
Total Cost	$320,000.00
Federal Funds	199,864.06
Total Length	16.29 miles
Length of Public Lands Portion	11.04 miles
Length of Other Lands Portion	5.25 miles

Traffic volumes are as follows:

	1955 Data	1975 Data
ADT	270	340
Per cent Commercial	15%	15%
30th Peak Hour		41

The proposed project is to widen the existing roadway sufficiently to construct a 20 foot asphaltic concrete pavement with 4 foot shoulders. The existing road is of good grade and alignment. Included within the limits of the project are several portions through private lands. These portions are to be improved with state funds.

A small scale map showing the location of the project and the portions through public and private lands is enclosed. The portions through public lands are shown in black.

Very truly yours,

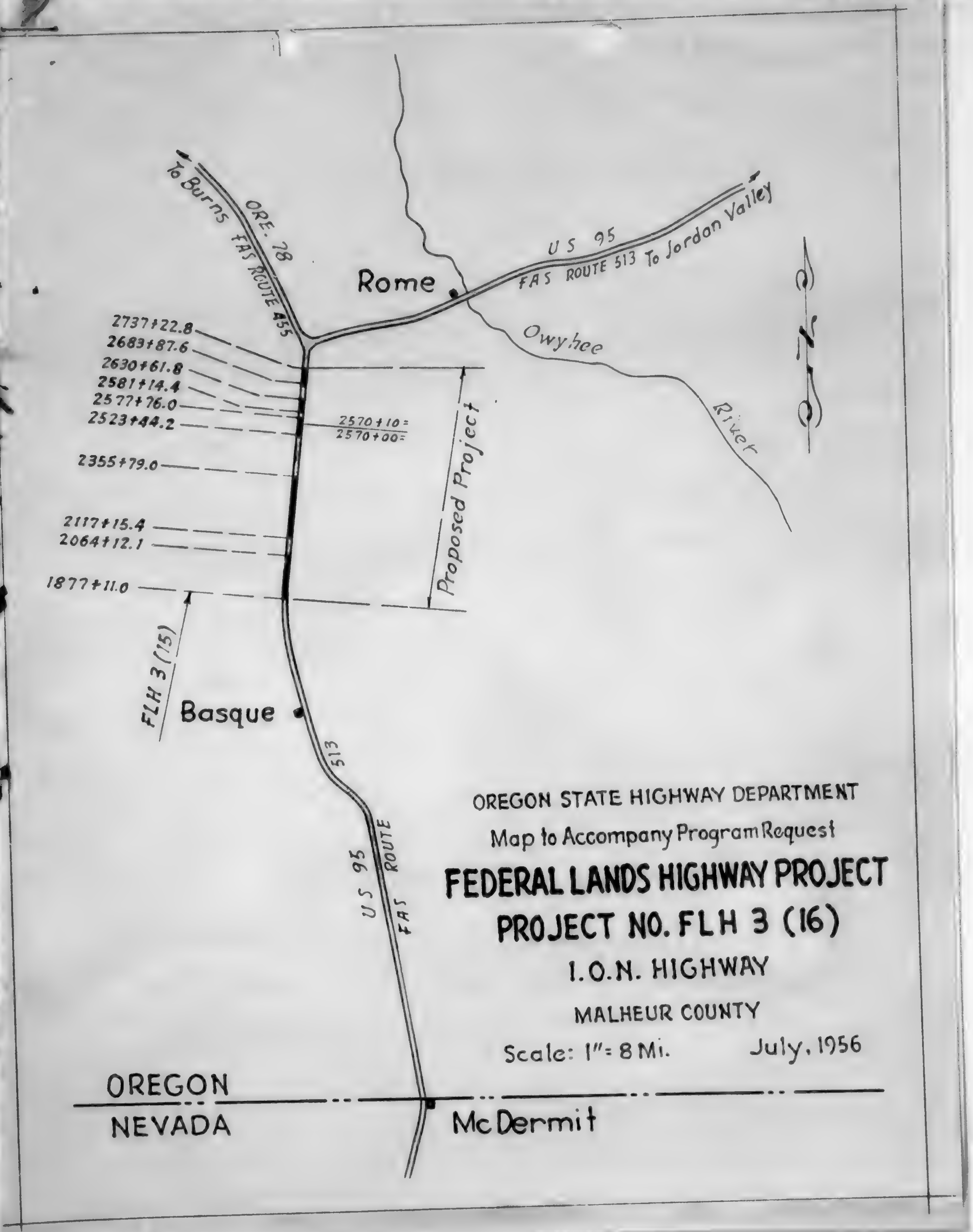
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SSP:ia

Encl.


To Burns
ORE. 78
FAS ROUTE 455
Rome
US 95
FAS ROUTE 513 To Jordan Valley
Owyhee
River
2737+22.8
2683+87.6
2630+61.8
2581+14.4
2577+76.0
2523+44.2
2570+10=
2570+00=
2355+79.0
2117+15.4
2064+12.1
1877+11.0
Proposed Project
FLH 3 (15)
Basque
513
US 95
FAS ROUTE
OREGON
NEVADA
McDermit

OREGON STATE HIGHWAY DEPARTMENT

Map to Accompany Program Request

FEDERAL LANDS HIGHWAY PROJECT
PROJECT NO. FLH 3 (16)
I.O.N. HIGHWAY

MALHEUR COUNTY

Scale: 1" = 8 Mi. July, 1956

RECEIVED
JUL 27 1956
FOR FILING

FORM E-30X—37,500—2-55—62987

FCH-3(16)

4839

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 29, 1956

SUBJECT: I. O. N. Paving

W. C. WILLIAMS

To:

Forrest Cooper
Construction Engineer
Salem

Regarding paving project on I.O.N. Highway. A rough estimate of the sections that can be covered are as follows:

Government Funds

Station 1877+11 - 2064+12
Station 2117+15 - 2329+40
Station 2523+44 - 2577+76
Station 2590+80 - 2630+62
Station 2683+88 - 2719

Total Mileage for Govt. 10 miles = $200,000

State Funds

Station 2064+12 - 2117+15
Station 2329+40 - 2523+44
Station 2577+76 - 2590+80
Station 2630+62 - 2683+88

Total Mileage for State - 6 miles = $120,000

This would cover the portion from approximate Mile Point 66.3 to 82.3.

We will go over the project next week and obtain data for a project and submit it as soon as we can work it up.

A. F. Parson
Division Engineer

NOTED
FORREST COOPER

Referred
APPROVED
to W.C.W.
For Info - Dave
FORREST COOPER

Love the 120,000?

[illegible] [illegible] Rock Park [illegible] 1956
Illustration
[illegible]240

files

RECEIVED
[illegible] 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 12, 1957

[illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4840	3-Final	J. J. Walton

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13009	H-183402	$ 1,040.38	6/12/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you. that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 100 Workdays from 1-1-57

Time Extensions: None

Completion Date: Apr. 29, 1957

Date Accepted: May 16, 1957

Penalties: None of record.

Claims: None of record.

Remarks:

Date: June 13, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
H. B. Glaisyer
ass't Secretary

NOTED ON CARD
OM

Warrant Mailed: JUN 14 1957

Ruth Rawlings

RECEIVED
MAY 22 1957
FOR FILING

22-1-11

4840

May 22, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

State Highway Contract No. 4840 for work performed on the Rooster Rock Park Interchange Section of the Columbia River Highway in Multnomah County was completed by the contractor, J. J. Walton, on April 29, 1957 and was formally accepted by the Highway Commission on May 16, 1957.

Final payment in the amount of $1,040.38 will be released to the contractor on or after June 1, 1957. The total contract amount is $8,323.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em

NOTED ON CARD

em

RECEIVED
JAN [illegible] - 1957
FOR FILING
[illegible]
1846

January 9, 1957

Mr. J. J. Walton
147 North Commercial St.
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4840, which was awarded to you by the State Highway Commission on December 17, 1956, for illumination installation on Rooster Rock Park Interchange on Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN - 1 [illegible]
FOR FILING

FORM 230—30M—11-55—90834

26-1078

4840

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 28th, 1956

SUBJECT: Orders for State Force Work
Rooster Rock Park Illumination
Prefix 26-1078, Cont. 4840

To: P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Herewith two Orders for State Force Work for the above project.

One order in the amount of $325.00 provides for furnishing mercury vapor lamps to the contractor in accordance with the contract and contract authorization.

The second order in the amount of $75.00 provides for resurfacing asphaltic concrete pavement after conduit has been placed in trenches, and trenches have been backfilled by the contractor. This is provided for in the standard specifications for traffic signals and illumination installations, but was not provided for in the contract authorization.

Your approval of these orders is recommended.

A E Johnson
A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: Warren E. Mueller

RECEIVED
DEC 31 1956
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RECEIVED
DEC 19 1956
FOR FILING

26-1-1

4840

December 19, 1956

J. J. Walton
147 N. Commercial Street
Salem, Oregon

Dear Mr. Walton:

The State Highway Commission on December 17, awarded to you State Highway Contract No. ~~4840, for~~ highway illumination at the Rooster Rock Park Interchange on the Columbia River Highway, below Crown Point Vista House, in Multnomah County.

This award was based on your bid of $8,323.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

2-6(b) [illegible]
1

3-46(2) Birtle-Tucks Corner Rd. [illegible]
Final

RECEIVED
[illegible] 1958
FOR FILING

4841

September 2, 1958

Phillips & Sandsberg
Attorneys at Law
Public Service Building
Portland 4, Oregon

Gentlemen:

We have your letter of August 28, 1958, requesting the dates of resurfacing the highway running from Highway U.S.30 to Umatilla for a period of one year prior to May 17, 1957.

Our Construction Division informs us of only one paving project on the Hermiston secondary highway for that period. This was Highway Contract #4841. The Hinkle-Bucks Corner paving project started on February 11, 1957 and completed on July 30, 1957. The contractor was E. H. Itschner Company of Molalla, Oregon.

There is no charge for this service.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Assistant Secretary

CWH:mc

C.W. Head

PHILLIPS & SANDEBERG
ATTORNEYS AT LAW
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

WENDELL K. PHILLIPS
DAVID SANDEBERG

August 28, 1958

# 4841 Hinkle-Bucks Corner
Paving - E.H. Itschner Co.
Molalla
start=2/11/57
Compl= 7/30/57
Hermiston Sec- Hwy.

State of Oregon
Highway Department
Salem, Oregon

Gentlemen:

We are interested in knowing the dates of resurfacing the highway running from Highway 30 to Umatilla for a period of one year prior to May 17, 1957.

Any charge in this connection should be sent to us for payment.

We would appreciate your sending this data at your earliest for it is in regards to an action now on file in the Federal Court.

Thank you for your time in this matter.

Very truly yours,

PHILLIPS & SANDEBERG
WM. H. POOLE

By: Wm H. Poole
Wm. H. Poole

WHP:ed

RECEIVED
SEP 2 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED

W.C. Williams

OTED
W. C. WILLIAMS

FINAL COST ANALYSIS

February 5, 1958

Hinkle-Bucks Corner Section
Contract No. 4841

4841

Paving
E. H. Itschner, Contractor
C. C. McKinney, Resident Engineer

Hermiston Highway
Prefix: 130-1058

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**Drainage Excav., Unclass.	185.41	Cu. Yds.	$ 3.50	$ 3.24	$ 601.61	$ 648.94
**General Excav., Unclass.	5,850.4	Cu. Yds.	.55	.47	2,766.91	3,217.72
**36" Arch Type Corr. Metal Pipe	222	Lin. Ft.	13.00	10.52	2,337.46	2,886.00
**18" Concrete Pipe	69	Lin. Ft.	4.00	3.83	264.17	276.00
**Metal Guard Rail	689.5	Lin. Ft.	2.75	2.27	1,567.51	1,896.13
**Metal Site Posts	52	Each	3.00	2.38	124.14	156.00
-*Coarse Gr. Mat'l in Base	5,140	Cu. Yds.	2.45	2.22	11,412.67	12,593.00
-*3/4"-0 Mat'l in Base	1,996	Cu. Yds.	3.05	2.29	4,568.73	6,087.80
-*Sprinkling	206	M-gal.	2.00	1.96	404.05	412.00
*Preparation of Base	1.22	Mile	300.00	273.02	333.09	366.00
-*3/4"-0 Mat'l in Binder Course	110	Cu. Yds.	3.80	2.90	318.77	418.00
*MC-2 Asphalt in Binder Course	22.16	Tons	50.00	45.02	997.57	1,108.00
-*Asphaltic Concrete Mixture	3,006.409	Tons	5.45	4.56	13,705.99	16,384.93
*85-100 Asphalt in Mixture	167.758	Tons	35.00	35.64	5,978.62	5,871.53
*RS-1 Asphalt in Tack Coat	5	Tons	60.00	44.86	224.32	300.00
*Extra for Asph. Conc. Approach	8	Each	30.00	24.91	199.33	240.00
-*Furn. & Place Aggregates	275	Cu. Yds.	4.70	3.37	927.13	1,292.50
*RS-1 Asphalt in Shoulder Oiling	6.99	Tons	60.00	44.91	313.95	419.40
-Pave. Seal Aggregate in Stockpile	86.1	Cu. Yds.	4.00	1.52	130.43	344.40
**PA #1 Salvage 24" Culv. Pipe	30	Lin. Ft.	2.00	1.22	36.64	60.00
-PA #2 Load Selected Mat'ls	205	Cu. Yds.	.25	.234	48.12	51.25
-PA #2 Place Selected Mat'ls	205	Cu. Yds.	.30	.282	57.85	61.50
-PA #2 Haul Selected Mat'ls	922.5	Yd. Mi.	.12	.15	136.12	110.70
*PA #3 120-150 Asph. in Shldr. Oil	15.79	Tons	45.00	42.70	674.25	710.55
-PA #4 Purchase Excess $1\frac{1}{2}$"-0 Coarse Crushed Material	1,036	Cu. Yds.	1.25	1.51	1,569.40	1,295.00

Contract No. 4841

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Force Account (State Participation)					$ 98.44	$ 98.44
					$49,797.27	$57,305.79

	Gross Revenue	Total Cost	Profit	% Profit
- E. H. Itschner Company	$24,437.05	$20,749.13	$3,687.92	15.09
* Russell Olson Construction Company	23,727.95	21,349.70	2,378.25	10.02
** Steve Eyman, Contractor	9,140.79	7,698.44	1,442.35	15.7
	$57,305.79	$49,797.27	$7,508.52	13.1

DETAIL OF COSTS

E. H. Itschner

LABOR:

Labor and Supervision	$ 3,920.38	
Labor Insurance	164.33	
Health and Welfare	24.30	
		$ 4,109.01

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rental, Owned	$10,823.40	
Equipment Rental, Hired	3,437.75	
Gas, Oil, and Grease	1,347.11	
Freight	71.84	
Small Tools and Misc. Supplies	54.31	
Bond	429.79	
Home Office and General Overhead	475.92	
		$16,640.12
		$20,749.13

DETAIL OF COST

Russel Olson Constr.
Co., Subcontractor - Paving

LABOR:

Labor and Supervision	$ 5,734.75	
Labor Insurance	482.87	
Health and Welfare	89.05	
		$ 6,306.67

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rental, Owned	$ 2,611.52	
Equipment Rental, Hired	2,850.23	
Gas, Oil, and Grease	545.24	
Fuel Oil (For Heating Asphalt)	414.82	
Bond	176.63	
Small Tools and Misc. Supplies	175.00	
Home Office and General Overhead	665.75	
		$ 7,439.19

MATERIALS:

Mc-2 Asphalt,	22.16	Tons	At	$29.25	$ 648.18	
120-150 Asphalt,	15.79	Tons	"	27.00	426.33	
85-100 Asphalt,	167.76	Tons	"	27.00	4,529.52	
RS-1 Asphalt,	11.99	Tons	"	28.80	345.31	
Freight on Asphalt	217.7	Tons	"	7.60	1,654.50	
						$ 7,603.84

$21,349.70

DETAIL OF COST

Steve Eyman,
Grading Contractor

LABOR:

Labor and Supervision	$ 2,185.17	
Labor Insurance	98.33	
		$ 2,283.50

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rental, Owned	$ 1,653.68	
Equipment Rental, Hired	300.40	
Gas, Oil, and Grease	210.62	
Freight (Including Move In)	133.44	
Small Tools and Misc. Supplies	50.00	
Bond	57.83	
Home Office and General Overhead	150.00	
		$ 2,555.97

MATERIALS:

36" Arch Type CMP	222	Lin. Ft.	At	$6.66	$ 1,478.52	
36" Arch Type Metal Bands	4	Each	"	6.66	26.64	
18" Concrete Pipe	69	Lin. Ft.	"	2.51	173.70	
Guard Rail	689.5	Lin. Ft.	"	1.11	765.35	
Guard Rail Posts, Wood	60	Each	"	5.25	315.00	
Metal Sight Posts	52	Each	"	1.38	71.76	
Paint					28.00	
						$ 2,858.97
						$ 7,698.44

CRUSHING BREAKDOWN

E. H. Itschner Company

	Quantity	Unit	Cost	Unit Cost	
Move In and Set Up	11,047.1	Cu. Yds.	$ 1,550.77	$ .14	
Feed to Crusher	11,047.1	Cu. Yds.	3,871.84	.35	
Crushing	11,047.1	Cu. Yds.	11,312.30	1.024	
			$16,734.91		$1.514
Haul Crushed Base Material	5,220	Cu. Yds.	$ 3,466.17	$ .664	
Place Crushed Base Material	5,220	Cu. Yds.	74.88	.014	
Total Load, Haul & Place			$ 5,541.05		$ .678

Crushing plant operated for 215 hours for an average production of 51.3 cubic yards per working hour.

Crushed material obtained from a gravel deposit located approximately 400 feet southerly of M.P. 178.0 on the Old Oregon Trail.

REMARKS:

This was a "Federal Aid Secondary Project" consisting of the construction of 0.25 mile of highway roadbed, involving 5,850.4 cubic yards of roadbed excavation, construction of 1.22 miles of crushed stone base and shoulders, involving 5,220 cubic yards of crushed materials, and the construction of asphaltic concrete pavement, involving 3,006.409 tons of asphaltic concrete mixture.

This project was bid and awarded December 17, 1956 and completed July 30, 1957.

The contractor moved in both grading and crushing plant during the week ending January 18th but didn't set up the plant nor start grading because of snow and cold weather. No work was done until February 11th, then the plant was erected and clearing operations begun.

The prime contractor started crushing asphaltic concrete aggregate February 18th. The crushing of oil aggregate followed. The production of base rock began March 1st.

Steve Eyman did all the grading and excavation, using one DW-10 caterpillar scraper, one #12 grader, and one D-6 dozer for pushing and other work. Eyman also dug the channel change and placed all the pipe. Grading was completed March 30th.

Additional fill material was needed and this material was hauled by truck from the gravel deposit at M.P. 178 on the Old Oregon Trail.

Crushing was completed by March 27th, the plant dismantled and moved out. The contractor continued hauling and placing all the base rock possible and then had to stop because the structure being built over the Umatilla River had not been completed. A binder was placed on all the completed base.

Russell Olson Construction Company began paving Friday, June 7th and worked all the following week placing the asphaltic concrete and placed the 3/4"-0 crushed materials on the shoulders. Paving had to be halted because of the gap in the base from Station 21 to 34. No more paving was done until July 8th when the structure was completed to the point where the base at each end of the bridge could be placed and the paving completed. The 0-11 oil mat on the shoulders was placed the following week.

Steve Eyman moved in a crew to set the guard rail and sight posts. Rail and posts were finished July 30, 1957.

Despite the adverse conditions met on this project all contractors concerned made a good profit.

M. N. Juve
Chief Cost Analyst

By

Gordon K. Hanson

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 10, 1957

5-86 (3) (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4841	4841	E. H. Itschner Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23047	H193680	$ 1,716.80	10-10-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 120 workdays from 3-1-57

Time Extensions: None

Completion Date: July 30, 1957

Date Accepted: Aug. 8, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 11, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
OCT [illegible]
GC

NOTED ON CARD

RECEIVED
SEP 27 1957
FOR FILING

Sept. 26, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4841 for paving on the Hinkle-Bucks Corner Section of the Hermiston Highway in Umatilla County was completed by the contractor, E. H. Itschner Co., on July 30, 1957, and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $1,716.80 will be released to the contractor on or after October 7, 1957. The total contract amount is $57,305.79, of which amount $98.44 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
AUG 30 1957
FOR FILING
[illegible]
[illegible]

August 29, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Co. on contract No. 4841, covering paving on Hinkle-Bucks Corner Section of the Hermiston Highway in Umatilla County. This payment, in the amount of $1,318.78 will be released to the contractor on or after September 9, 1957. The retained percentage is $1,719.25.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
8-29-57
rn

RECEIVED
AUG 16 1957
FOR FILING

4-11

August 15, 1957

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to E. H. Itschner Company a portion of the funds heretofore retained by the Commission on Contract No. 4841, for paving on the Hinkle-Bucks Corner Section of the Hermiston Highway in Umatilla County.

This payment, in the amount of $13,659.00, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,678.46. The present payment will be released on or after August 26, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD
LM

RECEIVED
AUG 7 1957
FOR FILING
S-56 (2)
4841

August 6, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 30, 1957, on Contract No. 4841, Hinkle-Junia Corner Section in Umatilla County, in connection with Federal Aid Project No. S-86(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Clarence G. Jensen

HPsbr

Form E-1—10M—12-56

S-86 (2)
4841

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 8/2, 1957

Section Hinkle - Bucks Corner	Kind of work Paving
Highway Hermiston County Umatilla	Section prefix 130-1058 S-86 (2)
Contractor E. H. Itschner Co.	Contract number 4841
Date of contract Decemeber 17, 1957, 19	Specified work days 12 0 Beginning 3/1/57
Date work started February 11, 1957, 19	Work days used 37
Project authorization $68,365.13 Exclusive of engineering $63,503.51	Per cent of time elapsed $\frac{37}{120}$ 30 %

Estimated cost of completed project, exclusive of engineering $59,000.00

Estimated per cent ~~overrun~~ or underrun 7 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $4,861.52

Engineering cost to date $4,200.00, 86 %

Date project was completed July 30, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The setting of site posts was conpleted July 30 1957.

State Forces painted site Posts and center line stripe.

Project was opened to traffic 8:00 A.M. 8/1/57

NOTED

CONSTRUCTION DIVISION
RECEIVED
AUG - 5 1957
NOTED- ☑ ☑ ☐ ☐
CE ACE ACE COE

Noted
M. N. Juve

Signed E. E. McKinney

Address Res Engr

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.25	1.22			128
Miles partially completed					
Miles completed	0.25	1.22			1.28
Total estimated quantities (contract)	5700 cy	8100 cy			3200 Tons
Total quantities corrected to date	5808	7600			3006
Estimated quantities moved or placed to date	5808	7550			3006
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
MAY 27 1957
FOR FILING

4844

May 22, 1957

Wells Accounting Service
P.O. Box 31,
Molalla, Oregon

Gentlemen:

We are returning herewith Contractor's Report of Employment on Contract No. 4844, Hinkle-Becks Corner in Umatilla County, E. H. Itschner Co.

The report is to cover one week only, ending nearest to January 15, April, 15, July 15, October 15. The report submitted covers February 11 through March 24, 1957, according to your attached note. This report is to cover the weekly payroll period of E. H. Itschner Co., ending nearest to April 15.

We are enclosing the portion of Additional Contract Provisions covering this report and copies of the form for submission of corrected report.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

U. S. Department of Commerce
BUREAU OF PUBLIC ROADS

Contractor's Report of Employment

showing

Distribution of Pay Roll Data by Classifications

State Highway Dept.

F. A. Project No.

Week ending April 15, 1957

State Contract No. 4841

CLASSIFICATION	NUMBER OF EMPLOYEES	HOURS WORKED	TOTAL WAGES EARNED
Executive and administrative			
Skilled	1	243	745.50
Intermediate grade	2	482-3/4	1238.38
Unskilled	6	520	936.00
Total	9	1245-3/4	2919.88

E. H. Itechner Co.
(Contractor)

Reported by
(Signature)

Partner
(Title)

State Printing

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Umatilla
Project No. S-86(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 25th day of April, 1957, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 29th day of August, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.875 miles of two-lane high type pavement and bridge construction, (Character of work)

between FAS 443 near Echo and FAS 462 in Hermiston, (Control points)

consisting of 0.816 miles of roadway and one (Number) bridge xxxxxxx 0.059 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of one hundred ten thousand, and 00/100 dollars ($ 110,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred seventy eight thousand, seventy six and 80/100 dollars ($ 178,076.80).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By________________
Chairman, State Highway Commission
(Title)

By________________
Member, State Highway Commission
(Title)

By________________
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By________________
~~XXXXXX~~ Engineer, Bureau of Public Roads
District

—33205

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Hinkle-Bucks Corner Section, Project No. S-86(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MMC:ia

4841

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Hinkle - Bucks Corner Section
Hermiston Highway
Umatilla County

NATURE OF WORK:

Grade, Pave and Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4841 E. H. Itschner Co. 12-17-56

DATE OF COMPLETION:

120 Workdays from 3-1-57

REMARKS:

March 21, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Hinkle-Bucks Corner Section, Project No. S-86(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-86(2)

HINKLE-BUCKS CORNER SECTION OF THE HERMISTON SECONDARY HIGHWAY IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 18, 1957

Type Code X021
Umatilla River Bridge (Sta. 29/60 to Sta. 32/70)(Contract No. A818)

All Required	Shoring, Cribbing, Etc.	$	$ 16,000.00
470 cu. yds.	Structural Excavation	13.50	6,345.00
630 lin. ft.	Furnish Treated Timber Piling	1.80	1,134.00
18 only	Drive Treated Timber Piles	70.00	1,260.00
3,300 lin. ft.	Furnish Untreated Timber Piling	1.30	4,290.00
110 only	Drive Untreated Timber Piling	70.00	7,700.00
757 cu. yds.	Class "A" Concrete	55.00	41,635.00
172,000 lbs.	Metal Reinforcement	0.135	23,220.00
30 lin. ft.	8-inch Metal Drain Pipe	3.50	105.00
All Required	Remove Old Bridge		1,000.00
	Subtotal		$102,689.00
	10% Engr. & Cont.		10,268.90
	Total		$112,957.90

Type Code 6201
Roadway (Sta. 4/00 to Sta. 50/18.32)(Contract No. A841)

120 cu. yds.	Drainage Excavation, Unclassified	$ 3.50	$ 420.00
5,700 cu. yds.	General Excavation, Unclassified	0.55	3,135.00
110 lin. ft.	36-inch Arch Type Corrugated Metal Pipe	13.00	1,430.00
70 lin. ft.	18-inch Concrete Pipe	4.00	280.00
80 lin. ft.	24-inch Concrete Siphon Pipe	5.00	400.00
2 cu. yds.	Concrete End Basins	90.00	180.00
700 lin. ft.	Metal Guard Rail	2.75	1,925.00
40 only	Metal Sight Posts	3.00	120.00
5,900 cu. yds.	Coarse Crushed Material in Base	2.45	14,455.00
2,200 cu. yds.	3/4" - 0 Material in Base	3.05	6,710.00
300 M-gals.	Sprinkling	2.00	600.00
1.22 miles	Preparation of Base	300.00	366.00
110 cu. yds.	3/4" - 0 Material in Binder Course	3.80	418.00
20 tons	MC-2 Asphalt in Binder Course	50.00	1,000.00
3,200 tons	Asphaltic Concrete Mixture	5.45	17,440.00
192 tons	85-100 Asphalt in Mixture	35.00	6,720.00
8 tons	RS-1 Asphalt in Tack Coat	60.00	480.00
8 only	Extra for Asphaltic Concrete Approaches	30.00	240.00
300 cu. yds.	Furnish and Placing Aggregates	4.70	1,410.00
22 tons	150-200 Asphalt in Shoulder Oiling	45.00	990.00
8 tons	RS-1 Asphalt in Shoulder Oiling	60.00	480.00

Subtotal	$ 59,199.00
10% Engr. & Cont.	5,919.90
Total	$ 65,118.90

Length of Roadway 0.816 Mile
Length of Structure 0.059 Mile
Total Length 0.875 Mile
Cost of Roadway Per Mile $79,802.57

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$112,957.90	$ 69,775.00	$43,182.90
Roadway	65,118.90	40,225.00	24,893.90
	$178,076.80	$110,000.00	$68,076.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
FEB 20 1957
FOR FILING

[illegible]

4841

February 19, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 11, 1957, on Contract No. 4841, Hinkle-Burks Corner Section in Umatilla County, in connection with Federal Aid Project No. S-86(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper

DGP:lmr

RECEIVED
FEB 8 1957
FOR FILING

S 6-2

4841

February 8, 1957

E. H. Itschner Co.
P. O. Box 316
Molalla, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4841, which was awarded to you by the State Highway Commission on December 17, 1956, for paving on the Hinkle-Bucks Corner Section of the Hermiston Highway in Umatilla County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 19 1956
FOR FILING

[illegible]

4841

December 19, 1956

E. H. Itschner
P. O. Box 316
Molalla, Oregon

Dear Mr. Itschner:

The State Highway Commission on December 17, awarded to you State Highway Contract No. 4841 for grading and paving on the Hinkle-Bucks Corner Section of the Hermiston Highway in Umatilla County.

This award was based on your bid of $59,519.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

I-36(10) Chenoweth Cr.-The Dalles Sec., 1956
Columbia River Hwy.
#4842

Contract No 4842

A

RECEIVED
- 1959

FOR FILING
I-26 (1)
4842

Monthly [illegible]

Project report number

[illegible]R-2A (5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Wasco

Project number I-80N-3(2)79

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 21, 19 57, is hereby modified as follows:

Revised estimated total cost of project	$ 756,108.00
Revised Federal funds	$ 698,568.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 7 day of April, 19 59.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

C G Polk
By C. G. Polk
Division Engineer

USComm-DC 11170

April 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Chenoweth Creek-The Dalles Section, Project No. I-80N-3(2)79.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

April 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Chenoweth Creek-The Dalles Section, Project No. I-80N-3(2)79.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

March 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Chenoweth Creek-The Dalles Section, Project No. I-80N-3(2)79.

The estimate has been revised to include cost of approved utility work, price agreement, force orders and final construction quantities.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(8)19

CHENOWETH CREEK-THE DALLES SECTION

OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for modification of project agreement, revised to include utility work, price agreements, etc. Based on low bid prices and approved unit prices.)

Salem, Oregon, March 11, 1959

Type Code 6201
Roadway (Sta. 2176+70.03 to Sta. 2253+99.60) (Contract No. 4842)

1.	Clearing and Grubbing	All	Required	$	$ 9,000.00
2.	Removal of Pavement	300.4	sq. yds.	0.50	150.20
3.	Drainage Excavation, Unclassified	1,050.84	cu. yds.	5.00	5,254.20
4.	Special Borrow Excavation, Unclassified	133,382.6	cu. yds.	0.35	46,683.91
5.	Special Borrow Excavation, Solid Rock	25,309.1	cu. yds.	1.00	25,309.10
6.	General Excavation, Unclassified	68,377.7	cu. yds.	1.40	95,728.78
7.	Short Overhaul	109,745	yd. sta.	0.02	2,194.90
8.	Long Overhaul	2,182.6	C-yd.sta.	0.50	1,091.30
9.	Truck Haul on Special Borrow	326,962.3	yd. mi.	0.20	65,392.46
10.	Excavating and Placing Topsoil	15,858	cu. yds.	0.90	14,272.20
11.	Finishing Roadbed and Slopes	100%	Required		3,000.00
12.	8-inch Metal Drain Pipe	194.5	lin. ft.	1.75	340.38
13.	12-inch Corrugated Metal Pipe	192	lin. ft.	3.00	576.00
14.	18-inch Corrugated Metal Pipe	540	lin. ft.	4.00	2,160.00
15.	72-inch Corrugated Metal Pipe	60	lin. ft.	40.00	2,400.00
16.	12-inch Concrete Pipe	728	lin. ft.	2.00	1,456.00
17.	18-inch Concrete Pipe	648	lin. ft.	3.00	1,944.00
18.	24-inch Concrete Pipe	512	lin. ft.	4.00	2,048.00
19.	12-inch Sewer Pipe	356	lin. ft.	1.82	647.92
20.	Concrete Catch Basins	4	only	75.00	300.00
21.	Corrugated Metal Catch Inlets	7	only	40.00	280.00
22.	Concrete Curbs	41.79	cu. yds.	50.00	2,089.50
23.	Concrete in Islands	24.98	cu. yds.	40.00	999.20
24.	1¼-inch Electrical Conduit	543	lin. ft.	2.50	1,357.50
25.	Metal Guard Rail	2,415	lin. ft.	3.00	7,245.00
26.	Metal Median Barrier	7,153	lin. ft.	4.40	31,473.20
27.	Metal Sight Posts	123	only	2.50	307.50
28.	Type 2 Fence	807.22	rods	6.00	4,843.32
29.	2½" - 0 Rock in Base	57,984	cu. yds.	1.66	96,253.44
30.	3/4" - 0 Rock in Base	10,998	cu. yds.	1.79	19,686.42
31.	Sprinkling	3,083.5	M-gal.	2.50	7,708.75
32.	Preparation of Base	100%	Required		1,000.00
33.	3/4" - 0 Rock in Binder Course	1,386	cu. yds.	3.70	5,128.20
34.	RC-3 Asphalt in Binder Course	167.64	tons	41.25	6,915.15
35.	Asphaltic Concrete Mixture	18,526.99	tons	4.05	75,034.31
36.	85-100 Asphalt in Mixture	1,204.30	tons	31.00	37,333.30
37.	RS-1 Asphalt	3.41	tons	50.00	170.50
39.	Extra for Asphaltic Concrete Approaches	10	only	25.00	250.00
40.	Asphaltic Concrete Traffic Markers	781.1	lin. ft.	1.00	781.10
41.	Asphaltic Concrete Curbs	3,003.5	lin. ft.	1.00	3,003.50
42.	Furnishing and Placing Aggregates	1,122	cu. yds.	5.00	5,610.00
44.	RS-1 Asphalt in Shoulder Oiling	22.23	tons	41.00	911.43
				Subtotal	$588,330.67

PA #1	Additional Clearing and Grubbing	All	Required	$	$ 500.00
PA #2	Extra for Change in Type of Median Barrier	7,153	lin. ft.	.35	2,503.55
PA #4	120-150 Asphalt in Shoulder Oiling	57.58	tons	40.00	2,303.20
EWO #1	Relocate Chenoweth Irrigation Water Mains	All	Required		22,379.02
EWO #2	Flagging (57½% of Contractor's Cost)	All	Required		1,927.25
SPO	Seeding, Mulching and Planting Slopes	All	Required		3,883.50
SPO	Bonneville Power Adm. Order #14-03-001-12952	All	Required		6,991.55
SPO	Chenoweth Irrigation Co-operative	All	Required		2,136.86
			Subtotal		$630,555.60
			Engr.		44,484.34
			Total		$675,039.94

Type Code X221

Columbia River Highway Overcrossing (L^1 Sta. 2212+45.84 to L^1 Sta. 2213+89.84)
(Contract No. 4842)

45.	Structural Excavation	86.27	cu. yds.	$4.50	$ 388.22
46.	Furnish Steel Pile Shells	560	lin. ft.	3.50	1,960.00
47.	Drive Steel Pile Shells	20	only	70.00	1,400.00
48.	Class "A" Concrete	660.82	cu. yds.	69.00	45,596.58
49.	Metal Reinforcement	175,288.06	lbs.	.14	24,540.33
50.	8-inch Metal Drain Pipe	104	lin. ft.	2.00	208.00
51.	Median Barrier on Structure	137.5	lin. ft.	9.00	1,237.50
PA #3	Extra for Change in Type of Median Barrier	137.5	lin. ft.	.35	48.13
PA #5	Cement Adjustment in Favor of Contractor	76.72	bbl.	4.54	348.31
			Subtotal		$ 75,727.07
			Engr.		5,341.31
			Total		$ 81,068.38
			Total Construction Cost		$756,108.32

Length of Roadway - - - - 1.429 Miles
Length of Structure - - - 0.027 Mile
Total Length - - - - - - - - 1.456 Miles
Cost of Roadway per Mile - $472,386.24

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$675,039.94	$623,669.00	$ 51,370.94
Structure	81,068.38	74,899.00	6,169.38
	$756,108.32	$698,568.00	$ 57,540.32

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

CHENOWETH CREEK-THE DALLES SECTION

Project No. I-80N-3(2)29

(Cost of Work Done by the Chenoweth Irrigation Co-operative)

Labor	$1,185.52	
Equipment Rental	421.31	
Materials and Supplies	1,090.46	
	$2,697.29	
Less Credit for Work by State	560.43	cr.
Total Used	$2,136.86	

(Cost of Work Done by the Bonneville Power Adm.)

Labor and Per Diem	$4,120.46	
Equipment Rental	297.91	
Materials	1,221.47	
Store Expense	183.00	
Overhead Expense	873.42	
Less Salvaged Materials	104.71	cr.
Total Used	$6,591.55	

Form PR 2 (Revised 1950)

State Oregon
Project No. I-36(10)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of May, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 23rd day of August, 1956, a program, which was approved on the 14th day of September, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 24th day of October, 1956, and the sum of six hundred forty four thousand, and 00/100 dollars ($644,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of

Chapter 529, Laws 1939.
act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 2176+70.03 and 2253+99.60, The Dalles northwest,

, length 1.456 miles, in Wasco County,

being Oregon project No. I-36(10), consisting of 1.429 miles of

roadway and one bridge~~s each~~ of more than 20 feet clear span, 0.027 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16—11379-4

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not inteffere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of six hundred forty four thousand, and 00/100 dollars ($ 644,000.00), which does not exceed the authorized Federal pro rata share of six hundred ninety seven thousand, one hundred thirty nine and 30/100 dollars ($ 697,139.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION.
(Official title of Highway Department)

By ______________________
Chairman, State Highway Commission
(Title of officer)

By ______________________
Member, State Highway Commission
(Title of officer)

By ______________________
Member, State Highway Commission
(Title of officer)

By ______________________
(Title of officer)

By ______________________
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By ______________________
District XXXXX *Division Engineer,*
Bureau of Public Roads.

May 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Chenoweth Creek-The Dalles Section, Project No. I-36(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:ia

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Chenoweth Creek-The Dalles Section, Project No. I-36(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

BMC:ia

Oregon State Highway Department

Federal Aid
Project No. I-36(10)

CHENOWETH CREEK-THE DALLES SECTION
OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimated as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 19, 1957

Type Code 6201
Roadway (Sta. 2176+70.03 to Sta. 2253+99.60)(Contract No. 4842)

All	Required	Clearing and Grubbing	$	$ 9,000.00
670	sq. yds.	Removal of Pavement	0.50	335.00
770	cu. yds.	Drainage Excavation, Unclassified	5.00	3,850.00
104,000	cu. yds.	Special Borrow Excavation, Unclassified	0.35	36,400.00
23,000	cu. yds.	Special Borrow Excavation, Solid Rock	1.00	23,000.00
71,000	cu. yds.	General Excavation, Unclassified	1.40	99,400.00
79,000	yd. sta.	Short Overhaul	0.02	1,580.00
2,600	C-yd.sta.	Long Overhaul	0.50	1,300.00
191,000	yd. mi.	Truck Haul on Special Borrow	0.20	38,200.00
11,200	cu. yds.	Excavating and Placing Topsoil	0.90	10,080.00
All	Required	Finishing Roadbed and Slopes		3,000.00
190	lin. ft.	8-inch Metal Drain Pipe	1.75	332.50
420	lin. ft.	12-inch Corrugated Metal Pipe	3.00	1,260.00
540	lin. ft.	18-inch Corrugated Metal Pipe	4.00	2,160.00
70	lin. ft.	72-inch Corrugated Metal Pipe	40.00	2,800.00
460	lin. ft.	12-inch Concrete Pipe	2.00	920.00
1,040	lin. ft.	18-inch Concrete Pipe	3.00	3,120.00
56	lin. ft.	24-inch Concrete Pipe	4.00	224.00
400	lin. ft.	12-inch Sewer Pipe	1.82	728.00
4	only	Concrete Catch Basins	75.00	300.00
7	only	Corrugated Metal Catch Inlets	40.00	280.00
80	cu. yds.	Concrete Curbs	50.00	4,000.00
50	cu. yds.	Concrete in Islands	40.00	2,000.00
530	lin. ft.	1¼-inch Electrical Conduit	2.50	1,325.00
2,700	lin. ft.	Metal Guard Rail	3.00	8,100.00
7,300	lin. ft.	Metal Median Barrier	4.40	32,120.00
90	only	Metal Sight Posts	2.50	225.00
1,000	rods	Type 2 Fence	6.00	6,000.00
54,600	cu. yds.	2½" - 0 Rock in Base	1.66	90,636.00
12,300	cu. yds.	3/4" - 0 Rock in Base	1.79	22,017.00
2,500	M-gals.	Sprinkling	2.50	6,250.00
All	Required	Preparation of Base		1,000.00
960	cu. yds.	3/4" - 0 Rock in Binder Course	3.70	3,552.00
150	tons	RC-3 Asphalt in Binder Course	41.25	6,187.50
20,000	tons	Asphaltic Concrete Mixture	4.05	81,000.00
1,200	tons	85-100 Asphalt in Mixture	31.00	37,200.00
28	tons	RS-1 Asphalt	50.00	1,400.00
6	only	Extra for Asphaltic Concrete Approaches	25.00	150.00
400	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	400.00
3,000	lin. ft.	Asphaltic Concrete Curbs	1.00	3,000.00
850	cu. yds.	Furnishing and Placing Aggregates	5.00	4,250.00

66 tons	150-200 Asphalt in Shoulder Oiling	$40.00	$ 2,640.00
20 tons	RS-1 Asphalt in Shoulder Oiling	41.00	820.00
			$552,542.00
All Required	Flagging (57½% of Contractor's Cost)		2,500.00
		Subtotal	$555,042.00
		10% Engr. & Cont.	55,504.20
		Total	$610,546.20

Type Code X221

Columbia River Highway Overcrossing (L^1 Sta. 2212+45.84 to L^1 Sta. 2213+89.84)
(Contract No. 4642)

230 cu. yds.	Structural Excavation	$4.50	$ 1,035.00
560 lin. ft.	Furnish Steel Pile Shells	3.50	1,960.00
20 only	Drive Steel Pile Shells	70.00	1,400.00
690 cu. yds.	Class "A" Concrete	69.00	47,610.00
180,000 lbs.	Metal Reinforcement	0.14	25,200.00
110 lin. ft.	8-inch Metal Drain Pipe	2.00	220.00
144 lin. ft.	Median Barrier on Structure	9.00	1,296.00
		Subtotal	$ 78,721.00
		10% Engr. & Cont.	7,872.10
		Total	$ 86,593.10

Length of Roadway	1.429 Miles
Length of Structure	0.027 Mile
Total Length	1.456 Miles
Cost of Roadway Per Mi.	$427,254.16

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$610,546.20	$564,000.00	$ 46,546.20
Structure	86,593.10	80,000.00	6,593.10
	$697,139.30	$644,000.00	$ 53,139.30

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-36(10)

CHENOWETH CREEK-THE DALLES SECTION

OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 7, 1956

Type Code 6201
Roadway (Sta. 2176+70.03 to Sta. 2253+99.60)

All Required	Clearing and Grubbing	$	$ 5,000.00
670 sq. yds.	Removal of Pavement	0.75	502.50
770 cu. yds.	Drainage Excavation, Unclassified	6.00	4,620.00
104,000 cu. yds.	Special Borrow Excavation, Unclassified	0.40	41,600.00
23,000 cu. yds.	Special Borrow Excavation, Solid Rock	1.00	23,000.00
71,000 cu. yds.	General Excavation, Unclassified	1.50	106,500.00
79,000 yd. sta.	Short Overhaul	0.02	1,580.00
2,600 C-y.sta.	Long Overhaul	0.50	1,300.00
191,000 yd. mi.	Truck Haul on Special Borrow	0.20	38,200.00
11,200 cu. yds.	Excavating and Placing Topsoil	2.25	25,200.00
All Required	Finishing Roadbed and Slopes		4,000.00
190 lin. ft.	8-inch Metal Drain Pipe	2.50	475.00
420 lin. ft.	12-inch Corrugated Metal Pipe	3.50	1,470.00
540 lin. ft.	18-inch Corrugated Metal Pipe	4.50	2,430.00
70 lin. ft.	72-inch Corrugated Metal Pipe	45.00	3,150.00
460 lin. ft.	12-inch Concrete Pipe	2.25	1,035.00
1,040 lin. ft.	18-inch Concrete Pipe	3.75	3,900.00
56 lin. ft.	24-inch Concrete Pipe	5.50	308.00
400 lin. ft.	12-inch Sewer Pipe	2.00	800.00
4 only	Concrete Catch Basins	85.00	340.00
7 only	Corrugated Metal Catch Inlets	50.00	350.00
80 cu. yds.	Concrete Curbs	45.00	3,600.00
50 cu. yds.	Concrete in Islands	45.00	2,250.00
530 lin. ft.	1¼-inch Electrical Conduit	1.50	795.00
2,700 lin. ft.	Metal Guard Rail	2.50	6,750.00
7,300 lin. ft.	Metal Median Barrier	4.50	32,850.00
90 only	Metal Sight Posts	3.00	270.00
1,000 rods	Type 2 Fence	4.50	4,500.00
54,600 cu. yds.	2½" - 0 Rock in Base	2.25	122,850.00
12,300 cu. yds.	3/4" - 0 Rock in Base	2.50	30,750.00
2,500 M-gal.	Sprinkling	3.00	7,500.00
All Required	Preparation of Base		1,500.00
960 cu. yds.	3/4" - 0 Rock in Binder Course	4.00	3,840.00
150 tons	RC-3 Asphalt in Binder Course	45.00	6,750.00
20,000 tons	Asphaltic Concrete Mixture	4.50	90,000.00
1,200 tons	85-100 Asphalt in Mixture	32.00	38,400.00
28 tons	RS-1 Asphalt	50.00	1,400.00
6 only	Extra for Asphaltic Concrete Approaches	30.00	180.00
400 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	400.00
3,000 lin. ft.	Asphaltic Concrete Curbs	1.50	4,500.00
850 cu. yds.	Furnishing and Placing Aggregates	5.00	4,250.00
66 tons	150-200 Asphalt in Shoulder Oiling	55.00	3,630.00
20 tons	RS-1 Asphalt in Shoulder Oiling	60.00	1,200.00
			$633,925.50

All Required	Flagging (57½% of Contractor's Cost)		$ 2,500.00
		Subtotal	$636,425.50
		10% Engr. & Cont.	63,642.55
		Total	$700,068.05

Type Code X221

Columbia River Highway Overcrossing (L1 Sta. 2212+45.84 to L1 Sta. 2213+89.84)

Quantity	Item	Unit Price	Amount
230 cu. yds.	Structural Excavation	$6.00	$ 1,380.00
560 lin. ft.	Furnish Steel Pile Shells	6.00	3,360.00
20 only	Drive Steel Pile Shells	80.00	1,600.00
690 cu. yds.	Class "A" Concrete	70.00	48,300.00
180,000 lbs.	Metal Reinforcement	0.15	27,000.00
110 lin. ft.	8-inch Metal Drain Pipe	4.00	440.00
144 lin. ft.	Median Barrier on Structure	6.00	864.00
	Subtotal		$ 82,944.00
	10% Engr. & Cont.		8,294.40
	Total		$ 91,238.40

Length of Roadway	1.429 Miles
Length of Structure	0.027 Mile
Total Length	1.456 Miles
Cost of Roadway Per Mile	$489,900.66

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$700,068.05	$646,715.00	$53,353.05
Structure	91,238.40	84,285.00	6,953.40
	$791,306.45	$731,000.00	$60,306.45

RECEIVED
DEC [illegible] 1958
FOR FILING

I-36(10)

4842

December 9, 1958

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Erosion Control and
Roadside Improvement
Chenoweth Cr.-The Dalles Section
Columbia River Highway
Contract No. 4842, FAP I-36(10)

Dear Sir:

The erosion control work and roadside improvement on the subject job, authorized in Order for State Force Work dated December 26, 1956 was completed December 4, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Staff Engineer

bc Mr. M. H. Astrup

RECEIVED
MAY 13 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 7, 1958

I-36(10) (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1842 (VOUCHER NO.)	10 F (WARRANT NO.)	Roy L. Houck & Sons (AMOUNT)	(DATE)
9694	H211341	$ 20,628.23	5-7-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 140 workdays from 3-1-57

Time Extensions: None

Completion Date: Sept. 12, 1957

Date Accepted: Feb. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: May 7, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAY 8 1958
Gru.

NOTED ON CARD
lm

RECEIVED
APR 23 1958
FOR FILING

I.3[illegible]

4[illegible]

Apr. 22, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4842 for structure, grading and paving on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County was completed by the contractor, Roy L. Houck and Sons, on Sept. 12, 1957, and was formally accepted by the Highway Commission on Feb. 27, 1958.

Final payment in the amount of $20,628.23 will be released to the contractor on or after May 2, 1958. The total contract amount is $694,716.25, of which amount $24,306.27 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
MAR 12 1958
FOR FILING
I-[illegible]
4842

Mar. 11, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck & Sons in connection with Contract No. 4842, for structure, grading and paving on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County. This payment, in the amount of $33,437.94, will be released to the contractor on or after Mar. 21, 1958. The retained percentage is $20,848.08.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

NOTED ON CARD
em

RECEIVED
[illegible]
FOR FILING

FORM E-30X—37,500—8-56—96655

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1958

SUBJECT: File No. 26025
Bonneville Power Administration
Building, Chenowith Creek-The Dalles

To: R. L. Porter

A review of the records of the Bonneville Power Administration has been made in connection with the billing under their trust agreement No. 14-03-001-12952 for adjusting their facilities on the Chenowith Creek-The Dalles Section of US 30.

Mr. W. D. Glenn, Resident Engineer in charge of our construction work on this project, stated in a letter to Dean Swift that BPA equipment and men moved onto the job sometime after April 2, but had done very little work until April 23. The BPA billing included 333 man hours of work at regular time and 158 man hours of overtime work. Our audit revealed that during the period of time in question (April 2 - April 22), only 79 hours of regular time was charged against our job. All stand-by time during this period was absorbed by the Power Company. On April 23, 24, and 25, a total of 216 man hours of regular time and all of the overtime involved (158 hours), was required in making the final change over. The excessive overtime was occasioned by work during low output periods. On May 3, BPA employees returned to the job and worked a total of 24 man hours in topping the poles.

It is my opinion that the billing as submitted, is a just charge against the Highway Department and I recommend that it be processed for payment in the amount of $2,891.55.

C H Maison
C. H. Maison
Auditor

CHM:cg

cc: Forrest Cooper
Earl Saling

RECEIVED
JAN 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 24 1957
FOR FILING

December 20, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 235 covering revision of Chenoweth Irrigation Cooperative facilities on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 4842, in connection with Federal Aid Project No. I-34(10).

This order, in the amount of $1,136.86, is in addition to the Order for State Force Work 33-1047-205 for $1,000.00 approved by you February 27, 1957, and is to cover over-runs of the original order.

Over-runs of original estimate were occasioned by several factors:

1. To coordinate the adjustment with the contractors work it was necessary to do much of the work during the winter season. Trenches were filled with water necessitating pumping, which slowed the work.

2. Many of the connections and lines to users were of substandard materials, originally installed by the water users, causing extra work to make new connections.

3. The items of engineering and mapping and attorney fees in the amount of $328.60 were not included in the original estimate.

4. Location of all pipe lines was not known, no complete plot of the system having been made. The contractor was relocating the water mains under Order for Extra Work No. 1. The cooperative was called on various occasions to adjust pipes uncovered by contractor's equipment when the contractors forces were not available. Such charges reflect a saving on the Order for Extra Work.

The total amount of the combined Orders for State Force Work is $2,136.86 with federal participation of $1,920.01.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
DEC 26 1957
FOR FILING

FORM E30—50M—2-57—1478
I - [illegible] (10)
4842

AGENDA
DEC 5 1957
1-R.6
RE-6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1957

SUBJECT: File No. 26025 - Bonneville Power Admin.
Chenoweth Creek-The Dalles Section
Upper Columbia River Highway
Wasco County

To: Mr. H. B. Glaisyer
Secretary
OFFICE

Please place on the next Agenda the matter of considering a claim by Bonneville Power Administration in the amount of $2,891.55, which covers additional cost in moving their facilities on the above section.

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP:IH

NOTED
H. B. GLAISYER

R. E.

RECEIVED
SEP 19 1957
FOR FILING

I 36 (10)

4042

September 18, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 12, 1957, on Contract No. 4042, Chenoweth Creek-The Dalles Section, in Wasco County, in connection with Federal Aid Project No. I-36(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DRP:cm
cc: Clarence G. Swenson

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 14, 1957

Section Chenowith Creek-The Dalles

Kind of work Structure, Grading And Paving

Highway Columbia River County Wasco

Section prefix 33-1047

Contractor Roy L. Houck and Sons

Contract number 4842

Date of contract December 19, 1956

Specified work days 140

Date work started November 19, 1956

Work days used 128

Project authorization . . . . . $ 754,056.75

Exclusive of engineering . . . . $ 701,075.81

Per cent of time elapsed 91 %

Estimated cost of completed project, exclusive of engineering . . . . $ 712,600

Estimated per cent overrun or underrun . . . . + 1.53 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 53,670.88

Engineering cost to date $ 48,100 , 90 %

Date project was completed September 12, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men worked four days this week repainting columns, beams and bents on the structure. This completes all the work as required in the letter dated 7-24-57 from Mr. J. T. Skelton for acceptance of the structure.

All of the work required by the contracror on this project has been completed.

Revision of the W. 6th Street intersection by State Forces will commence as soon as the approved State Force Order is received.

Final Report

CONSTRUCTION DIVISION
RECEIVED
SEP [illegible] 1957

NOTED
C. E. PAUL

NOTED E y B X

Noted
M. N. Juve

Signed M W Glenn

Address The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.5	4.5		4.5	4.5
Miles partially completed					
Miles completed	4.5	4.5		4.5	4.5
Total estimated quantities (contract)	209,000	67,000	420	850	20,000
Total quantities corrected to date	230,000	69,000	332	1,100	18,500
Estimated quantities moved or placed to date	230,000	69,000	332	1,100	18,500
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair, Windy		
Monday	Fair, Cool		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
AUG 28 1957
FOR FILING
08-35

file

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 26, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of April 5, 1957 in connection with Project I-36(10), Chenoweth Creek-The Dalles, requested a Washington office ruling on the eligibility of the furnishing and installing of State-manufactured highway signs by State forces.

We have received a copy of the Washington office reply, dated August 16, 1957, which answers our inquiries concerning the above project and, at the same time, sets up a Federal policy that should prove helpful in future cases. Four copies of the Washington office memorandum are enclosed.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

Encls.

Distr: 1 - F.D.N.
1 - Probert
1 - Groendal

NOTED
FORREST COOPER

RECEIVED
AUG 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

[illegible]
[illegible]

August 16, 1957

[illegible]

[illegible]

[illegible] of May [illegible] and July 5, 195[illegible] [illegible] the propriety of Federal participation [illegible] in the sign shop of the State Highway Department.

[illegible] clearly [illegible] department and [illegible] types of temporary [illegible] to be [illegible]. It is [illegible].

[illegible] and protection during construction are eligible for Federal participation regardless of whether the contractor or the State Highway Department furnishes the materials and equipment and performs the work. The costs for permanent traffic signs [illegible] installed as a part of the construction project by either the contractor or the [illegible] eligible for Federal participation. [illegible] not installed as a part of the construction [illegible], the costs would [illegible] part of the traffic service [illegible] temporary signs and other installations [illegible] other projects, the [illegible] into consideration the salvage value.

The furnishing by the State of signs and other such devices, whether for temporary or permanent installation, would be subject to the provisions of paragraph 15 of [illegible] if Federal participation in the cost [illegible] participation to be based [illegible] paragraph [illegible] of PPM 21-6.

A review should be made of the specifications under which the State procures the materials for manufacturing its signs to make certain that there are no restrictive provisions that would prevent free competition among the various [illegible] of satisfactory sign blanks, reflective materials, paints, and other materials.

(more)

The records should be documented with an affirmative finding that it is in the public interest to use State-produced signs rather than signs procured by means of competitive bids. Such an affirmative finding may be on a general basis rather than a project-by-project basis.

We regret the long delay in replying to your inquiry and hope that the State has not been seriously inconvenienced thereby.

STATE HIGHWAY ENGINEER

FORM E-129 25M REVISED 6-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISTER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUL 30 1957
FOR FILING
14842

July 29, 1957

Mr. Howard Dent, Jr.
Attorney at Law
106 E. 4th Street
The Dalles, Oregon

File No. 17473 - Adolph Walter
Chenoweth Creek-The Dalles Section
Upper Columbia River Highway
Wasco County

Dear Mr. Dent:

We have your letter of July 23, 1957, in which you state that the objectionable conditions in front of the Walter property still exist.

I am advised by the State Highway Department Division Engineer that he has inspected the drainage problem, has discussed the matter with Mr. Walter, and indicates that Mr. Walter feels that everything has been done that is possible. I am further advised that the State has constructed and paved three 50' approaches from the frontage road to Mr. Walter's remaining property. Now, while I have not examined this condition on the ground, it seems to me that three such approaches should provide ample and reasonable access for most any purpose desired. From reading the Option Contract and a resume of Mr. Witt's discussion earlier this year, I am not sure just what Mr. Walter wishes done in addition.

It appears to me that the State's obligations have been fulfilled, but if you have something else specifically in mind, I shall be pleased to hear from you further, or if necessary, I can come to The Dalles, and we can look the situation over on the ground.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:IH
cc: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
JUL 29 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 15 1957
FOR FILING

[illegible]

4842

July 15, 1957

Dick & Dick
Attorneys at Law
Vogt Block
The Dalles, Oregon

Attention: Edgar M. Dick

Dear Mr. Dick:

Reply is made to your letter of July 11 requesting the true name of the contractor who is engaged in highway construction immediately adjacent to The Dalles city on the new four lane highway.

It is quite evident that the contract to which you refer is State Highway Contract No. 4842, for grading, paving and structure construction on the Columbia River Highway between Chenoweth Creek and The Dalles. This contract was awarded to Roy L. Houck & Sons, Salem, a co-partnership, consisting of Roy L. Houck, Sr., Roy L. Houck, Jr., and Carlos T. Houck. Their headquarters address is 1585 North 20th Street, Salem, Oregon.

In connection with this job the contractor was required to furnish a performance bond which was written by General Casualty Company of America, Huggins Insurance Agency, 373 North Church Street, Salem.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

DICK & DICK
ATTORNEYS-AT-LAW
VOGT BLOCK
TELEPHONE CYPRESS 6-2152
THE DALLES, OREGON

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK

JUly 11, 1957

Oregon State Highway Dept.
Salem
Oregon

Gentlemen:

I represent Mr. Neil E. Randall who was injured by a defective warning by Roy Houk and Sons on a contract with the State of Oregon immediately adjacent to Dalles City on the new four lane highway. I am anxious to find out what type of a business Roy Houk and Sons is as to whether it is partnership or an individually owned business and if it is a partnership if you have any information as to who these members are. I would appreciate hearing from you in this regard.

Yours truly,

Edgar M. Dick

EMDcm

4842

ANSWERED
H. S. GLAISYER

RECEIVED
JUL 15 1957
OREGON
STATE HIGHWAY COMMISSION

DICK & DICK
ATTORNEYS-AT-LAW
VOGT BLOCK
TELEPHONE CYPRESS 6-2152
THE DALLES, OREGON

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK

JUly 11, 1957

Oregon State Highway Dept.
Salem
Oregon

Gentlemen:

I represent Mr. Neil E. Randall who was injured by a defective warning by Roy Houk and Sons on a contract with the State of Oregon immediately adjacent to Dalles City on the new four lane highway. I am anxious to find out what type of a business Roy Houk and Sons is as to whether it is partnership or an individually owned business and if it is a partnership if you have any information as to who these members are. I would appreciate hearing from you in this regard.

Yours truly,

EMDcm

4842

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 15 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 18 1957
FOR FILING

FORM E-36X—37,800—2-57—1477

I-36(10)

4842

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1957

SUBJECT: Sub-contract, Roy L. Houck & Sons
and R & W Construction Company
Chenoweth Creek-The Dalles Section
Columbia River Highway
Contract No. 4842

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

The sub-contract between Roy L. Houck and Sons and the R & W Construction Company covering items 25 and 26 of the Chenoweth Creek-The Dalles Contract Number 4842, Oregon I-36(10), is approved and you may so inform the interested parties.

Five copies of this sub-contract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:jc

Encl.

cc Forrest Cooper
R. L. Porter (2)

NOTED
FORREST COOPER

RECEIVED
JUN 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1957
FOR FILING

FORM E-90X—37,500—2-57—1477
I-36 (10)

4842

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1957

SUBJECT:

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

The subcontract between Roy L. Houck & Sons and Robinson and Robinson, covering Item 28 on the Chenoweth Creek-The Dalles Contract No. 4842, Oregon I-36 (10), is approved and you may so inform the interested parties.

Five copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper
C. G. Polk (2)

RECEIVED
MAY 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1957
FOR FILE

REFERRED TO
Forest Cooper
By W. W. STIFFLER

FORM 230—30M—11-55—90224

I 36(1)

4842

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1957

SUBJECT: Excerpt from DMS Sawyers
Weekly Report of April 5

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

"Houck & Sons, Contr., on the Chenowith-Dalles Sec of Col Hwy set off blast at Crates Pt., MP 79.67m Col Riv Hwy at 6:00 AM on Thurs April 4th. Approx 2000 c.y. of rock fell on the traveled portion and shoulders of the Col Riv Hwy blocking traffic for thirty minutes until contr. equipment could be brought into use and one way traffic restored. The contractors immediately placed flagmen and signed the area with "Warning" and "One Way" signs. Two way traffic was restored at 5:30 PM. The Dalles Maint. Crew placed flares and "Rough Road" signs as soon as two way traffic was restored. It was necessary to use hvy equip on the paved portion of hwy to restore one way traffic as quickly as possible. Damage was done to pavement on the outer edges. The amount of damage cannot be determined until the area is completely cleared.

"The Dalles Maint. Section Crew have been patrolling and premixing sinks each day as they occur in the area of MP 93.25 on the Columbia River Highway where extensive damage has occurred to the road-bed due to rise in water level of The Dalles Dam Reservoir."

EACollier
E. A. Collier
Maintenance Engineer

ieb

NOTED
FORREST COOPER

RECEIVED
[illegible] 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

RECEIVED
APR 24 1957
FOR FILING

I - [illegible]

5-4-2

file

April 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 7 in which you returned to us unapproved State Force Work Orders covering signing on the Chenoweth Creek-The Dalles Section of the Columbia River Highway, Project I-36(10).

As you are no doubt aware, the State has for many years done supplementary signing of a directional nature through construction projects while in progress in an attempt to provide continuity and uniformity of signing practice for the direction of traffic. We have found that this system has worked very well and desire its continuance. To this end, it is proposed that we modify the fourth paragraph under the heading "Provision for Traffic" in our Miscellaneous Provisions as follows:

"The State shall provide the signing in advance of and throughout the project to insure direction and continuity of movement through the job. The signing necessary to safeguard the traveling public at specific danger sites, sites of local conditions, and control speed will remain the responsibility of the contractor. Protection shall be by flagmen, signs, gates, barricades, lights, warnings, or other suitable devices and combinations of same."

Will the above modification of the provisions, in your opinion, permit federal participation in the cost of the signing? It is our further desire to secure federal participation in the permanent signing work. I do not believe that the objections you voiced in the use of State-manufactured signs are particularly valid inasmuch as all of the component parts of these signs are secured from manufacturers including paint,

c

lumber, metal backing materials, reflective materials, et cetera. The costs of assembling these materials are readily available by the use of job prefixes and account numbers. Experience indicates much more satisfactory results are achieved in uniformity of practice, sign life, et cetera by the method we are now following.

With respect to the cost of signs, we have a method of accounting whereby all signs are either purchased (i.e. standard curve and warning signs) or the materials purchased and constructed on a straight job card system. In other words, signing for a project is detailed and sketched on standard forms and an account number assigned to that project. All material and labor going into the manufacture or erection of the signs is charged by job card methods so that the cost of each individual project can be determined. A cursory examination of our records for the year 1956 indicates the following on construction projects:

Temporary installations (barricades, detours, et cetera)	$ 6,075
Temporary signals	5,100
Temporary highway illumination	1,400
Total	$12,575
Permanent installations (sight posts and delineators)	$ 6,770
Permanent warning and directional signs	3,060
Permanent signals	9,700
Permanent highway illumination	29,225
Total	$75,755

It is therefore our request that a Washington office ruling be secured on the furnishing of and installation of state-manufactured signs by state forces. In case this could not be approved, would you participate in the state-installation of signs purchased already made up?

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. S. H. Probert

TE:ar fn

FORM E-30X—50,000—10-54—79464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1957

SUBJECT:

To: Mr. Tom Edwards.
Construction Engineer
DEPARTMENT

In response to your recent request, I have tabulated the State Force Work applying to contract projects that was performed by this department during 1956 as follows:

Permanent Sight Posts		$ 6770
Temporary Signs (Barricades, Detours, etc.)	$ 6075	
Permanent Warning & Direction Signs		30060
Temporary Signals (Constr. period)	5100	
Permanent Signals		9700
Temporary Highway Illumination (Constr period)	1400	
Permanent Highway Illumination		29225
Total Temporary work	$ 12575	
Total Permanent work		$ 75755

WOWiddows
W. O. WIDDOWS
Assistant Maintenance Engineer

WOW:nk

CONSTRUCTION DIVISION
RECEIVED
APR 4 [illegible]
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COL

BEN MUSA
P. O. BOX [illegible]
THE DALLES, OREGON

STATE OF OREGON
OREGON STATE SENATE
SALEM

COMMITTEES:
CHAIRMAN: STATE AND FEDERAL AFFAIRS
VICE CHAIRMAN: ASSESSMENT AND TAXATION
MEMBER: AGRICULTURE
ALCOHOLIC TRAFFIC
LOCAL GOVERNMENT

A

RECEIVED

I 26(10)

4842

W. C. WILLIAMS

March 21, 1957

W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Thank you for your letter of March 19, and the prompt attention you have given the matter we discussed about West Sixth Street, in The Dalles. I am taking the liberty of sending a copy of your letter along with the map to the interested people in The Dalles, for their review. I appreciate the fact that if this portion of Sixth Street is abandoned by City Council action, the interested persons would have no further recourse. However, I do appreciate your efforts to keep to the minimum the closure of the rest of this street. In the event there is continued dissatisfaction about these arrangements, I should appreciate the courtesy of conferring further with you about this matter.

Cordially yours,

Ben Musa
Ben Musa

BM:pj

RECEIVED
MAR 22 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 20 1957
FOR FILING

I-36(10)

4142

March 19, 1957

Honorable Ben Musa
Senate Chamber
State Capitol
Salem, Oregon

Dear Senator Musa:

Pursuant to our conversation the other day, I am pleased to give you the following information relative to West Sixth Street in The Dalles, which is temporarily closed by reason of the construction of the new highway.

I attach hereto a map, and on this map I have indicated in brown coloring the portion of West Sixth Street which is now closed and will remain closed. Shaded in red is a new connection between both the new and the old highways and West Sixth Street which is now under construction. We anticipate that the portion shaded in red will be completed to such a stage that it can be opened to traffic in about four to six weeks. There may be some minor interruptions after that, but any closure should be of very short duration.

Under the present contract, the frontage road shaded in green on the map will also be constructed so that access to West Sixth Street will not be unduly circuitous.

If you have any more questions relative to this matter, I should be pleased to advise you promptly thereon.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
Attach. (Sheet No. 6 Chenoweth Cr.-The Dalles Sect., Proj. No. I-36(10)
cc Mr. Forrest Cooper

FORM 230—50M—8-55—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1957

SUBJECT: Chenoweth Creek-The Dalles
Columbia River Highway
Contract No. 4842

To: Mr. W. C. Williams
State Highway Engineer
Office

Reference is made to Senator Ben Musa's inquiry regarding when Sixth Street would again be travelable near its westerly terminus with the existing highway.

Present indications are that this stretch of the street should be graded along with the frontage road connection as shown in red on the accompanying sketch map in about four to six weeks. The contractor is experiencing considerable difficulty in his excavation work in the area due to the fact that he cannot do as heavy a shooting as desired in this tough rock and the material is breaking very big.

I wish to point out that after the road is opened in four to six weeks that there will be intermittent closures during the life of the job for other portions of the work to be accomplished. This will, of course, be held to a minimum. There are existing connections to Sixth Street easterly in towards town so that no real hardship will be experienced. Also on this sketch map I have indicated in green the future connection that Sixth Street will make with the frontage road and its connection to the old highway under a structure which will be built on a future contract.

I am attaching hereto for your use and evaluation Sheet No. 6 of the job plans.

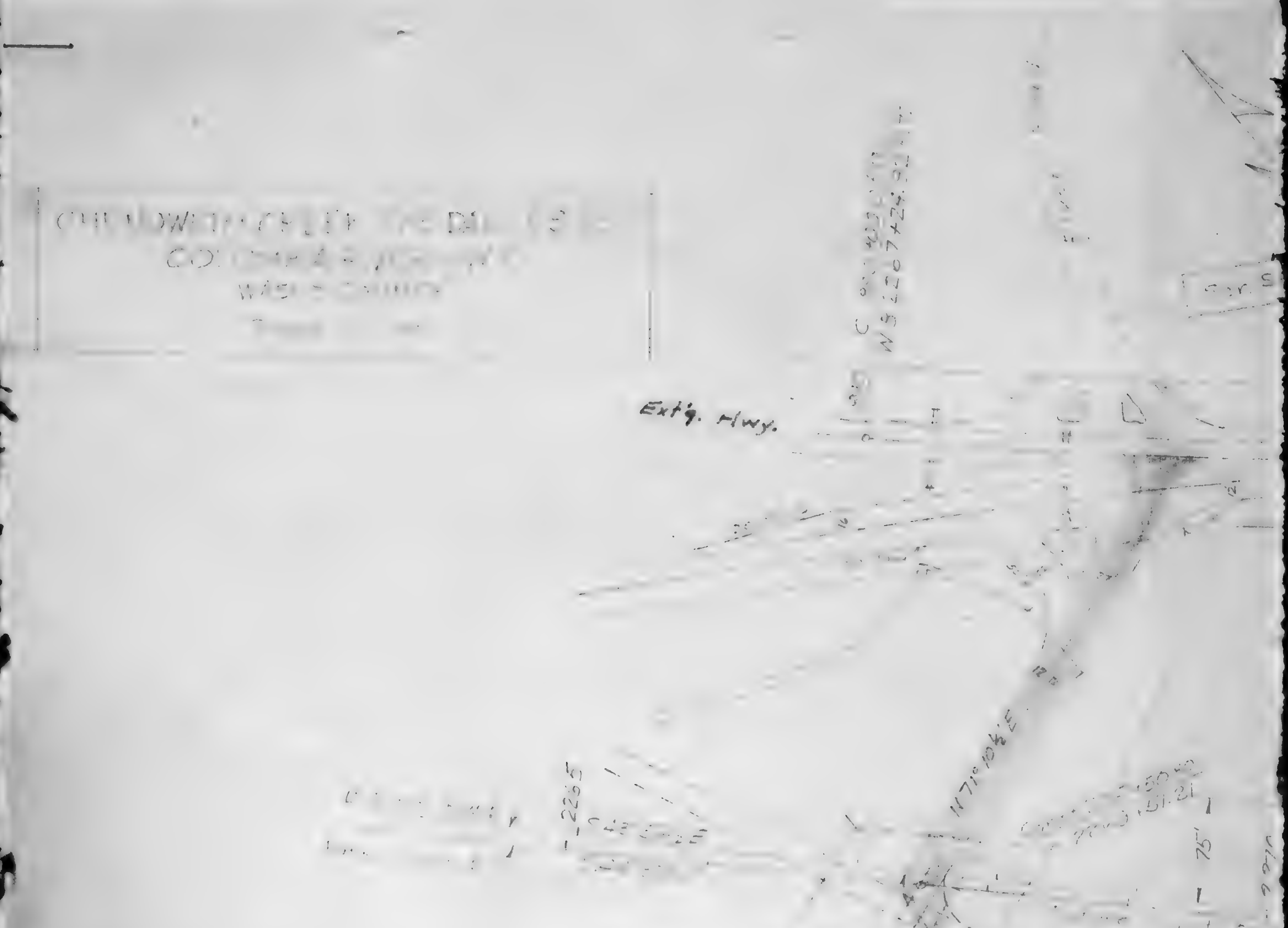
Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:jc

Attach.



WASCO COUNTY
Ext'g. Hwy.
N71°10'E
2285
75'
West Sixth St
Frontage Road
Future Correc

To Dalles
N71°19¼'E
2275
Future Connec

RECEIVED
[illegible] 1957
FOR FILING
I 36(10)
4842 08-35

March 7, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Returned herewith without our approval are all copies of Order for State Force Work, Account No. 274-276 covering the installation of temporary and permanent signing on Project I-36(10), Chenoweth Creek-The Dalles Section of the Columbia River Highway.

This matter was referred to our Regional office and their reply is as follows:

> "We believe that, in the absence of special provisions to the contrary, sections 1.4.7 and 1.7.9 of the standard specifications place on the contractor the responsibility for such signing as may be necessary.
>
> If the State were to use a special provision modifying those sections so as to assume the cost of signing, it would be presumed the contractor's bid would be lower. We think the special circumstances indicating such modification to be desirable should be explained, but we believe that we could participate in the cost of temporary signing.
>
> We doubt if Federal participation in the cost of such materials as signs made in the State shop could be allowed even though the cost might be less than that of signs purchased from private manufacturers. One objection might be the difficulty of establishing cost of State-made signs; also it may be that the general policy of promoting private business would require purchase. However, we do not know of any ruling one way or the other, and if the State claims payment for signing in a cases where it is not the contractor's obligation we believe the question should be referred to the Washington office before allowing or disallowing the cost of the signs."

Should you desire a Washington office ruling on eligibility of Federal funds for the manufacture and installation of permanent signs, please furnish this office three copies of a letter to that effect. In addition to necessary justification please include an estimate of total cost for, say, one year together with the approximate number of projects involved.

Very truly yours,

NOTED
FORREST COOPER

C. G. POLK
District Engineer

Original to
Mr. Probert
Mr. Edwards

Encls.

RECEIVED
FEB 25 1957
FOR FILING

I-36(10)

4R42

February 21, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of February 11 concerning Extra Work Order No. 1 in connection with the Chenoweth Creek-The Dalles Project I-36(10). I will not repeat the questions asked but will assign to my answers the same numbers as were assigned to the questions.

1. None of the Cooperative's existing facilities occupy state highway right of way. A small part of the facilities (about five per cent) do occupy the rights of way of county roads.

2. The contingency item set-up for the project is sufficient to include the $23,060 estimated cost but if other contingencies develop we may, at some later time, have to ask for an increase in the project allotment.

3. New pipe is to be substituted for the existing pipe, which is now 10 years old, and in very small part the size of pipe is to be increased from 4" diameter to 6" diameter. There is to be no salvage.

4. No. The State will at no time receive any reimbursement from the Cooperative.

The statement in our letter of January 31, transmitting Extra Work Order No. 1, to the effect that the engineering's estimate included certain work to be done by the Cooperative, is correct. The estimate for the work to be done by the Cooperative is about $1,200. If that amount is subtracted from the estimate for the work as a whole, the balance in the estimate will check approximately the amount of Extra Work Order No. 1.

To cover the part of the work which is to be done by the Cooperative, a State Force Work Order dated January 4 was submitted with a letter dated January 31.

We trust that the foregoing will clarify this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]P:ia

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. Probert

08-35

February 11, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-36(10)
Chenoweth Creek-The Dalles Section
Order for Extra Work No. 1, dated
December 6, 1956

Dear Sir:

Before subject extra work order can be processed we will need further information:

(1) If the Chenoweth Irrigation Cooperative's facilities occupy State highway right-of-way, is it not the legal obligation of Cooperative to rearrange such facilities at its own expense?

(2) Was a sufficiently large contingency item set up to cover the estimated $23,060.00 cost?

(3) Would the work to be performed, or any part of it, constitute an improvement or betterment of the existing system?

(4) If, under the conditions mentioned in your letter dated January 31, 1957, it is desirable for the State to undertake the work now, would the Cooperative, eventually, reimburse the State for all or any part of the cost?

Very truly yours,

C G Polk

C. G. POLK
District Engineer

RECEIVED
[illegible] 1957
FOR [illegible]

08-35
1842

February 15, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-36(10)
Chenoweth Creek-The Dalles Section
Order for State Force Work dated
November 30, 1956 - Drainage Ditch
Construction

Dear Sir:

Reference is made to subject work order, to your letter dated February 7, 1957, and to previous correspondence on this subject.

We again refer to Page 7 of the special provisions for this project, first paragraph headed "Drainage Ditches" which specifically provides for the construction, by the contractor, of the drainage ditch in question and directs his attention to sheet No. 7 of the plans. Referring to sheet 7, the contractor would note that his bid price for "General Excavation" would apply to the 300 cubic yards of the difficult, 4-foot bottom ditch excavation in a scab rock area and would, with due prudence, increase his unit bid price for "General Excavation" by an amount which would cover the additional costs incurred in the ditch construction.

It is true that on Page 37 the statement is made that "construction of drainage ditch from 72-inch corrugated metal pipe at Sta. 2267+80 to the river will be performed by State forces" but in the absence of formal notice to all interested contractors that the provision on Page 37 would prevail over the provision on Page 7, we must conclude that any experienced, competent contractor would have protected himself against the most adverse interpretation of the specifications. Our records do not indicate that such formal notice was ever given.

At the contractor's unit bid prices of $1.40 per cubic yard for "General Excavation" and $4.00 per lin. foot for 24-inch concrete pipe, actual construction cost of the drainage facility would be considerably less than the amount set up in the State Force Order.

Your February 7 letter implies that right-of-way stipulations enter in to your decision to perform the work by State force. We refer you to General Administrative Memorandum No. 68. When we received your December 19, 1956 letter concerning rights-of-entry, we regarded it as your assurance that "the right to occupy and to use all rights-of-way required for the proper execution of the project had been acquired" and no "interference with the orderly prosecution of construction work" would be experienced.

Under such circumstances, we feel our only action can be to return all copies of the order.

Very truly yours,

C. G. POLK
District Engineer

Encls.

RECEIVED
1957

FOR FILING

I-36 (10)

4742 08-35

February 11, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-36(10)
Chenoweth Creek-The Dalles Section
Order for Extra Work No. 1, dated
December 6, 1956

Dear Sir:

Before subject extra work order can be processed we will need further information:

(1) If the Chenoweth Irrigation Cooperative's facilities occupy State highway right-of-way, is it not the legal obligation of Cooperative to rearrange such facilities at its own expense?

(2) Was a sufficiently large contingency item set up to cover the estimated $23,060.00 cost?

(3) Would the work to be performed, or any part of it, constitute an improvement or betterment of the existing system?

(4) If, under the conditions mentioned in your letter dated January 31, 1957, it is desirable for the State to undertake the work now, would the Cooperative, eventually, reimburse the State for all or any part of the cost?

Very truly yours,

C. G. POLK
District Engineer

Original to
S. A. P.

NOTED
FORREST COOPER

file

RECEIVED
FEB 20 1957
FOR FILING
I [illegible]
484

February 11, 1957

08-35

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-36(10)
Chenoweth Creek-The Dalles Section
Order for State Force Work, dated
December 26, 1956 - Seeding,
Mulching, Planting

Dear Sir:

Reference is made to your letter dated February 5, 1957 concerning subject order.

We are approving the use of State force as being in the public interest for the following reasons:

(1) The contractor is neither properly equipped nor staffed to perform the work contemplated under the Order.

(2) The State has trained men and specialized equipment to perform the work most economically.

(3) The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. POLK
District Engineer

NOTED
FORREST COOPER

Original to Mr. Probert

RECEIVED
FEB 13 1957
FOR FILING

I-36(10)

4842

February 8, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of revised Order for State Force Work No. 205 covering revision of Bonneville Power Administration power line on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 4842, in connection with Federal Aid Project No. I-36(10).

It is necessary to replace the Bonneville Power Administration two-pole facility at Station 2216+15, which is within the limits of construction, with the same type of facility at each right of way line. The work is to be done by B.P.A. forces.

Three copies each of agreement with Bonneville Power Administration, estimate of cost and sketch of revision of facilities is attached hereto.

The revised Order for State Force Work submitted herewith is corrected to show increase in estimated cost to conform to the estimate submitted by Bonneville Power Administration. It is to supersede and replace the order in the amount of $1,500.00 dated December 26, 1956, and first submitted to you, January 4, 1957. Please return all copies of the order first submitted.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DFB:cr
Encl.

RECEIVED
FEB 11 1957
FOR FILING

4842

February 7, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of Order for State Force Work, Account No. 234, Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 4842, Oregon Project No. I-16(10), returned with the request that force account basis of performance be allowed.

Consent was give the State Highway Commission to go upon the property for the work under this order. Stipulation to this consent for work by the contractor was give as follows:

> "As a condition to the foregoing consent, and to conduct any of the above operations, the Oregon State Highway Commission agrees that it will indemnify and save the Harvey Machine Co., Inc. harmless from any and all claims of third parties from damages arising from such operations, and further, that the State Highway Commission will reimburse Harvey Machine Co., Inc. for any and all losses sustained from such operations."

Since this stipulation would put the Highway Commission in the position of acting as insurer or indemnitor for the acts of an independent contractor over which it had no direct control, it was decided that to do the work with state forces was in the public interest.

All of the work is to be done between the railroad and the Columbia River. No drainage work is necessary between the existing Columbia River Highway and the railroad, as indicated as apparent location in your letter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

1407

08-35

February 4, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith State Force Work Order No. 234, Columbia River Highway, Wasco County, Contract No. 4842 in connection with Federal-Aid Project No. I-36(10) for clarification. In your transmittal letter you refer to page 37 of the special provisions which state that construction of drainage ditch from 72 inch corrugated metal pipe at Station 2267+80 to the river will be performed by State forces.

On page 7 of the special provisions under "Drainage Ditches" it is stated "As a part of the earthwork, to be performed under these provisions, the contractor shall construct the drainage ditch across the Port of The Dalles and Harvey Machine Company properties as indicated on Sheet No. 7 of the accompanying plans". It would appear that this work is fully identified for the contractor to perform at contract prices.

Apparently your proposed State Force Order should cover the section between the existing Columbia River Highway and the railroad.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

Encls.

RECEIVED
FEB 5 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 7 1957

FOR FILING
I-36 (10)

4842

February 5, 1957

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 28, 1957, requesting additional information on the attached Order for State Force Work covering seeding, mulching and planting cut and fill slopes on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 4842, Oregon Project No. I-36(10).

Request is made for approval of this work on force account basis, with state forces.

The contractor is not equipped to do this work while the state has the necessary special equipment, operated by experienced crews.

The estimate on the order was determined from several years of experience and a close cost accounting by the Landscape Engineer. It has been the custom to estimate this type of work on an acre unit basis. The breakdown on force account basis is estimated as:

Equipment Rental	$ 585.00
Materials	1,415.00
Labor	1,500.00
Total	$3,500.00

Equipment Rental rates will be in accordance with our established rates schedule. This work has not been done.

Very truly yours,

W. C.Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]
Encl.

RECEIVED
FEB 7 1957
FOR FILING

I-36(10)

[illegible]

February 4, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Returned herewith are copies of Order for State Force Work Account No. 274-276, covering permanent and temporary signing on the Chenoweth Creek-The Dalles Section in Wasco County, Contract No. 4842, Oregon Project I-36(10), with the request that force account basis for state forces be allowed for this work.

It will be necessary during construction to use detours, which will need to be changed, as to location within the project, several times. For guidance and protection of the traveling public, it will be necessary to change signing. Permanent signing will be done as soon as construction is completed, or before if possible.

The State Sign Division is equipped and staffed to do this work in the most economical manner. The anticipated cost is too small to contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:ia

RECEIVED
FEB 7 1957
FOR FILING
I-36(10)
4842

08-35

February 4, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith State Force Work Order No. 234, Columbia River Highway, Wasco County, Contract No. 4842 in connection with Federal-Aid Project No. I-36(10) for clarification. In your transmittal letter you refer to page 37 of the special provisions which state that construction of drainage ditch from 72 inch corrugated metal pipe at Station 2267+80 to the river will be performed by State forces.

On page 7 of the special provisions under "Drainage Ditches" it is stated "As a part of the earthwork, to be performed under these provisions, the contractor shall construct the drainage ditch across the Port of The Dalles and Harvey Machine Company properties as indicated on Sheet No. 7 of the accompanying plans". It would appear that this work is fully identified for the contractor to perform at contract prices.

Apparently your proposed State Force Order should cover the section between the existing Columbia River Highway and the railroad.

Very truly yours,

C. G. POLK
District Engineer

Encls.

NOTED
FORREST COOPER

Original
to SHP.

RECEIVED
FEB 7 1957
FOR FILING

I-36 (10)

4842

January 31, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering reimbursement to Chenoweth Irrigation Cooperative in connection with revision of facilities on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 4842, in connection with Federal Aid Project No. I-36(10).

In accordance with the agreement with the Chenoweth Irrigation Cooperative, three copies of which are attached, the State is to reimburse the Cooperative for engineering in staking its lines, inspection and making connections to the facilities as required.

In addition to the agreement, we are including three copies of the estimate for its share of the work by the Cooperative.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DGP:lmr

RECEIVED
FEB 7 1957
FOR FILING

January 31, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering moving water mains of the Chenoweth Irrigation Cooperative on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 4842, in connection with Federal Aid Project No. I-36(10).

The Chenoweth Irrigation Cooperative does not have the forces or finance to move its water mains. Agreement was made with the Cooperative in which the state will do the acutual moving of the facilities.

Attached are three copies of our engineer's estimate for this work, including work to be done by the Cooperative in making connections and re-installing meters.

This work was included in the Project Authorization as an anticipated item. At the time of preparing the contract for letting it was believed the Cooperative would do the work, and was so stated in the special provisions. It has developed that they cannot do so. It is in the interest of the state, and necessary to the execution of the contract, that this work now be done on force account basis.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DGP:cr
Encl.

RECEIVED
FEB 11 1957

FOR FILING

I - [illegible]

4342

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
January 25, 1957

Chenoweth Creek-The Dalles
Section of the Columbia
River Highway

Mr. R. B. Sipprell
Director of Permits
Office

Attached hereto is a conformed copy of an agreement, with a pipe line permit attached, with Chenowith Irrigation Cooperative, Inc., covering relocation of the Cooperative's water supply distribution system and facilities on Chenoweth Creek-The Dalles Section of the Columbia River Highway, Wasco County, necessitated by construction of this highway section.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy of the agreement, with pipe line permit attached, has been sent to the Chenowith Irrigation Cooperative, Inc., The Dalles, Oregon. Five conformed copies and six unconformed copies of the agreement have been sent to Mr. Tom Edwards.

The Commission on January 22, 1957 authorized Mr. G. S. Paxson to sign this pipe line permit.

Secretary

rn
Attach.

REFERRED TO
BY SECRETARY

FORM 530—12½M—6-55—68209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1956

SUBJECT: Chenoweth Creek-The Dalles Section of the Columbia River Highway

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Enclosed find seven (7) copies of a proposed form of agreement between the State Highway Commission and Chenoweth Irrigation Cooperative reference the relocation of certain of its facilities which are in the way of construction of a portion of the Columbia River Highway near The Dalles.

The previous form of agreement bearing date of December 20, 1956 and transmitted to you by our letter of December 21, 1956, was revised to remove objections raised by the Cooperative to the form of agreement. A copy of the previous form of agreement, portions of which were stricken, and with additions and insertions was given us by Mr. Baker, who has been acting as representative of the department, with the advice that the various corrections had your approval.

The agreement has been rewritten including, in the main, the provisions desired by the Cooperative and Mr. Baker has taken two copies this date for submission to the Cooperative for consideration and execution.

George E. Rohde
GEORGE E. ROHDE
Assistant Attorney

GER:bk
Enclosure

RECEIVED
JAN 4 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—12½M—9-55—66209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1956

SUBJECT: Chenoweth Creek-The Dalles Section of the Columbia River Highway

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

In reference to your letter dated December 10, 1956, requesting an agreement be made with the Chenoweth Irrigation Cooperative of The Dalles, Oregon, enclosed you will find nine (9) copies of said agreement.

Your attention is called to the blank spaces left in paragraph 4 under THINGS TO BE DONE BY STATE for insertion of the amount of liability insurance which is to be provided by State or its contractor. These figures should be inserted before final execution of the agreement by the parties thereto based upon agreement of the parties. I rather assume that these figures will be dictated by the amount of insurance which the State's contractor now has but which was unknown to the draftsman of the agreement.

This agreement by its terms calls for the State granting the Chenoweth Irrigation Cooperative an easement for its water distribution system over a specified portion of the right of way of the Columbia River Highway. These terms were worked out by representatives of the department and the Cooperative and particularly called for the granting of such an easement. In fact, it is understood the Cooperative insisted upon the same and indicated, through its attorney, that it would enter into no agreement that did not include such provision.

The Cooperative, according to the department liaison man for this agreement, has easements from the owner's of the property across which its present system has been constructed in the form represented by photostats in the file. It is thus understandable that it would not want to give up the legal rights it holds by virtue of such easements for mere permits to occupy the highway right of way. Nor could the department force them to do so and, under the circumstances, if an agreement could not be reached the only recourse the State would have would be by way of condemnation proceedings.

The right of way for this section of highway was acquired some years ago and a construction contract was recently awarded. The contractor is required to do certain work immediately if he is to complete his contract on time and the work he must do at this time will require that the water system be out of the way. The execution of this agreement and removal of the water system is thus very urgent. It is for this reason that the form of this agreement is approved not withstanding the lack of any specific authority by statute in the Commission to grant the easement mentioned.

George E. Rohde
GEORGE E. ROHDE
Assistant Attorney

GER:aj
Enc.

Note: Mr. Baker took two approved copies with him December 27, 1956.

RECEIVED
DEC 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 29 1957
FOR FILING

1-31 [illegible]

4842

Salem, Oregon
January 25, 1957

Chenoweth Creek-The Dalles
Section of the Columbia
River Highway

Mr. Tom Edwards
Construction Engineer
Office

Attached hereto for further handling are five conformed copies and six unconformed copies of an agreement with the Chenowith Irrigation Cooperative, Inc., covering relocation of the Cooperative's water supply distribution system and facilities on Chenoweth Creek-The Dalles Section of the Columbia River Highway, Wasco County, necessitated by construction of this highway section.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy, with pipe line permit attached, has been sent to the Chenowith Cooperative, Inc., The Dalles, Oregon, and one conformed copy with pipe line permit attached, has been sent to Mr. R. B. Sipprell.

The Commission on January 22, 1957 authorized Mr. G.S. Paxson to sign this pipe line permit.

Secretary

rn
Attach

REFERRED TO
Paxson
BY SECRETARY

to note & return for filing

NOTED
G. S. PAXSON

RECEIVED
JAN 25 1957
FOR FILING

I-52(11)

4 × 42

January 25, 1957

Chenowith Irrigation Cooperative, Inc.
The Dalles,
Oregon

Gentlemen:

We are enclosing herewith for your records and files a fully executed copy of an agreement, with pipe line permit attached, between the State Highway Commission and the Chenowith Irrigation Cooperative, Inc., covering relocation of the Cooperative's water supply distribution system and facilities on Chenoweth Creek-The Dalles Section of the Columbia River Highway, Wasco County, necessitated by construction of this highway section.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Attach.

RECEIVED
JAN 25 1957
FOR FILING

[illegible]

[illegible]

January 23, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the two Orders for State Force Work submitted to you on January 4 and relating to the Chenoweth Creek-The Dalles Project I-36(10).

The work contemplated in the first of these orders consists of the seeding, mulching and planting of slopes between Stations 2187+60 and 2251+00, to control surface erosion. This work is proposed to be done by state forces and state-owned equipment because the contractor on the project is not equipped to perform that class of work efficiently and because the amount of work involved is too small to justify separate contracting.

The work contemplated in the second order is the installation of such temporary and permanent signing within the limits of the project as is necessary to insure the safety of traffic. The work is proposed to be performed by state forces because our state signing crews are better equipped to perform the work efficiently and satisfactorily than are others and because the work is not such as can be planned in advance and let to contract.

Your approval of performance of the work contemplated under the orders referred to is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SMP:ia

RECEIVED
JAN 18 1957
FOR FILING

I-36(10)

4842

January 16, 1957

Oregon State Highway Commission

Chenoweth-The Dalles Section, US30

Gentlemen:

I am presenting at this meeting for your consideration an agreement between the Chenoweth Irrigation Cooperative, Inc., of The Dalles, and the State covering the rearrangement of their facilities to permit the construction of the Chenoweth-The Dalles Section of US30. This agreement has been examined and we are recommending its approval.

In connection with this agreement we must issue a pipeline permit. Because the State is doing the construction in connection with the rearrangement of facilities, the pipeline permit will vary materially from the type of permit which you previously authorized the Director of Permits to issue. I am therefore recommending that, by minute entry, you specifically approve the issuance of this permit in its amended form.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson

GSP:gm fn

RECEIVED
JAN 18 1957
FOR FILING

I-36(10)

4842

January 16, 1957

Oregon State Highway Commission

Chenoweth-The Dalles Section, US30

Gentlemen:

I am presenting at this meeting for your consideration an agreement between the Chenoweth Irrigation Cooperative, Inc., of The Dalles, and the State covering the rearrangement of their facilities to permit the construction of the Chenoweth-The Dalles Section of US30. This agreement has been examined and we are recommending its approval.

In connection with this agreement we must issue a pipeline permit. Because the State is doing the construction in connection with the rearrangement of facilities, the pipeline permit will vary materially from the type of permit which you previously authorized the Director of Permits to issue. I am therefore recommending that, by minute entry, you specifically approve the issuance of this permit in its amended form.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson

GSP:gm fn

RECEIVED
JAN 21 1957
FOR FILING

I 36 (10)

4842

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1957

SUBJECT: Chenowith Creek-The Dalles Section of the Columbia River Highway

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Enclosed find two (2) executed copies and five (5) copies of a proposed form of agreement between the State Highway Commission and Chenowith Irrigation Cooperative reference the relocation of certain of its facilities which are in the way of construction of a portion of the Columbia River Highway near The Dalles.

You will note two changes have been made in the agreement of January 2, 1957, which are, 1) In Paragraph No. 2 under THINGS TO BE DONE BY STATE the date has been changed from September 1, 1958 to September 1, 1957; and 2) In Parcel No. 3 of Paragraph 6 under THINGS TO BE DONE BY STATE the number of feet has been changed from 10 feet to 15 feet.

You will also note that certain alterations have been made to the original typed copies which alterations have been initialed. The alterations and the change in the content of the whole instrument are, I believe, apparent on their face. One set of initials are those of the undersigned and the other is that of Mr. Donald Hiesler, attorney for the cooperative. They were appended at the time of signing of the instrument by the officers of the cooperative and as a result of a rather extended conference in Mr. Hiesler's office in The Dalles on January 16, 1957. The undersigned, Mr. Baker, Mr. Swift and Mr. Glenn, were present at which time all the provisions of the agreement and a form of permit, hereinafter mentioned, were considered bit by bit.

Also attached are two pipe line permit forms duly signed by the officers of the cooperative. Here again the permit was altered in some several respects after its original preparation by Mr. Ferrar in the Permit Division. Some of the changes are obvious - the others can only be seen by comparison with the original prepared by Mr. Ferrar in the Permit Division. The changes and alterations result in a permit different in many respects from that form which the Commission authorized the permit department to issue and should, therefore, be taken before the Commission for approval.

It is assumed that the agreement and permit will be presented to the Commission by the Engineering Department.

G E Rohde
G. E. ROHDE
Assistant Attorney

GER:bk
Attach.

RECEIVED
JAN 15 1957
FOR FILING

I-36 (10)

4842

January 15, 1957

Roy L. Houck & Sons
1585 North 20th St.
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4842, which was awarded to you on December 19, 1956 by the State Highway Commission, for structure, grading and paving on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 7 - 1957
FOR FILING
I-36(10)
4842

January 4, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering State share of flagging costs on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 4842, in connection with Federal Aid Project No. I-36(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DB:cr
Encl.

RECEIVED
JAN 7 - 1957
FOR FILING

I-[illegible]

4042

January 4, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 274, 276 covering temporary and permanent signing on the Chenoweth Creek-The Dalles section of the Columbia River Highway in Wasco County, Contract No. 4042, in connection with Federal Aid Project No. I-36(10).

Temporary signing is necessary for protection and direction of traffic during construction. Permanent signing to be installed at conclusion of construction.

The work is to be done by State Forces.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DB:cr
Encl.

RECEIVED
JAN 7 - 1957

FOR FILING
[illegible]

4212

January 4, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering moving power and telephone lines on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 4842, in connection with Federal Aid Project No. I-36(10).

This work is necessary to move power and telephone lines for construction. The lines are on privately owned property.

The work will be done by the utility companies whose lines are concerned.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
JAN 7 - 1957
FOR FILING

I-36(10)

4842

January 4, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work Nos. 224, 238, 271 covering seeding, mulching and planting slopes for erosion control on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 4842, in connection with Federal Aid Project No. I-36(10).

This work is necessary to control erosion on cut and fill slopes. This was an anticipated item in the project authorization. Work will be done by State Forces.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

A

RECEIVED
JAN 4 - 1957
FOR FILING

FORM E-30X—50M—11-55—80225
5-36 (12)

48 48

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3rd, 1957

SUBJECT: Chenoweth Creek-The Dalles
Chenowith Irrigation Coop.
Liability Insurance Coverage

To: Mr. Dean Swift
Division Engineer
State Highway Department
Box 151
Bend, Oregon

In accordance with the proposed agreement between the State and the Chenowith Irrigation Coop., the Chenowith Irrigation Coop. has agreed to accept liability insurance on the project involving the relocation of their lines in the amounts of: $50,000 coverage for property damage, $50,000 coverage for death or personal injury, with a limit of $100,000 coverage for death or personal injury in any one occurrence. Contractor Houck will do this work by force account. Please contact Mr. Houck to see that insurance coverage is given the Coop. in these minimum amounts.

This coverage may be given by a rider on the policy presently carried by the contractor, or by a separate policy. It is the obligation of the State to reimburse the contractor for the extra cost of the insurance.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper ✓
Robert L. May, Jr.
O. S. Paxson

NOTED
FORREST COOPER

RECEIVED
JAN 3 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 10 1957
FOR FILING

I-36(...)

4572

MISC. CONTRACTS and
AGREEMENTS No. 1215

57

Salem, Oregon
December 21, 1956

Throughway Agreemen
Chenoweth Creek-The Dalles Section
Columbia River Highway
City of The Dalles

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attached hereto is a conformed copy of a throughway agreement with the City of The Dalles covering the Chenoweth Creek-The Dalles Section of the Columbia River Highway in the City of The Dalles.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sentto the Clerk, The Dalles, Oregon.

Secretary

[illegible]
Attach: 1

REFERRED TO
Guerry
E Fill
BY SECRETARY

[illegible] 12/17

REFERRED TO
Mr. Glaisyer
By W. W. STIFFLER
For Agenda

FORM 230—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1956

SUBJECT: Throughway Agreement
Chenoweth Creek-The Dalles Section
Columbia River Highway
City of The Dalles

To: Mr. W. W. Stiffler
OFFICE

AGENDA
DEC 17 1956
5-f

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

(A)
2 COPIES TO BE SIGNED

RECEIVED
NOV 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

M

RECEIVED
DEC 24 1956
FOR FILING

I-36 (10)

4842

December 21, 1956

Mr. John B. Thomas, Clerk
City of The Dalles
The Dalles, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of a throughway agreement between the State Highway Commission and the City of The Dalles covering the Chenoweth Creek-The Dalles Section on the Columbia River Highway in the City of The Dalles.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Attach: 1

RECEIVED
DEC 21 1956
FOR FILING

I-36 (10)

4842

December 20, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 19, 1956, on Contract No. 4842, Chenoweth Creek-The Dalles Section, in Wasco County, in connection with Federal Aid Project No. I-36(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:ia

RECEIVED
DEC 21 1956
FOR FILING

I-36(10)

4842

December 20, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 234 covering construction of a drainage ditch on the Chenowith Creek-The Dalles Section of the Columbia River Highway in Wasco County, Contract No. 4842, in connection with Federal Aid Project No. I-36(10).

As stated on page 37 of the special provisions, this work is to be done by state forces.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:ia

Encl.

A

RECEIVED
DEC 21 1956
FOR FILING

I-36 (10)

4842

December 19, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and structural work on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County, Project I-36(10), to Roy L. Houck & Sons of Salem, Oregon, on the basis of the bid of $632,586.00 submitted on November 8, 1956.

All rights of entry required for this contract have been acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
DEC 20 1956
FOR FILING

4842

December 19, 1956

Roy L. Houck & Sons
1585 N. 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on November 8, 1956 accepted your proposal for grading, paving, and one concrete structure on the Chenoweth Creek-The Dalles Section of the Columbia River Highway in Wasco County for the sum of $632,586, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4842.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my telephone call to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAC)
Mr. S. H. Probert
Mr. Tom Edwards
Mr. P. M. Stephenson
Pacific Builder & Engineer, Inc.
Seattle, Wn.

NOTED
J. Mc C.

RECEIVED
DEC 21 1956
OREGON DISTRICT FOR FILING

I 36 (10)

4842 08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

December 19, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-36(10), Chenoweth Creek-The Dalles Section of the Columbia River Highway, we hereby concur as of this date in award of Contract No. 4842 to Roy L. Houck and Sons of Salem, Oregon, low bidder in the amount of $632,586.00 at the November 8, 1956 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 27 1956
FOR FILING

I [illegible]

4842

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1956

111

SUBJECT: Throughway Agreement
Chenoweth Creek-The Dalles Section
Columbia River Highway

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

L

I herewith hand you six (6) copies of the revised agreement between the State Highway Commission and City of The Dalles regarding the throughway section, thereof, for your further handling and disposition.

This agreement has been revised due to the discovery that West Sixth Street was not a city street, but a county road. Two copies of the agreement, as thus revised, signed by Mr. May, have been handed to Mr. Graham that he may obtain the signatures of the proper city officials of the City of The Dalles.

Gale K. Powell
GALE K. POWELL
Assistant Attorney

GKP:ph

Enclosures

RECEIVED
NOV 21 1956
[illegible]

11/19/56

Gladys:
Two copies taken
by John Graham.
Pauline

RECEIVED
NOV 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
DEC 27 1956
FOR FILING

I-[illegible]

4842

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1956

111

SUBJECT: Throughway Agreement
Chenoweth Creek-The Dalles Section
Columbia River Highway

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

L

I herewith hand you six (6) copies of the revised agreement between the State Highway Commission and City of The Dalles regarding the throughway section, thereof, for your further handling and disposition.

This agreement has been revised due to the discovery that West Sixth Street was not a city street, but a county road. Two copies of the agreement, as thus revised, signed by Mr. May, have been handed to Mr. Graham that he may obtain the signatures of the proper city officials of the City of The Dalles.

Gale K. Powell
GALE K. POWELL
Assistant Attorney

GKP:ph

Enclosures

RECEIVED
NOV 21 1956

11/19/56

Gladys:
Two copies taken
by John Graham.
Pauline

RECEIVED
NOV 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
NOV 19 1956
FOR FILING

I-36 (10)

4842

Salem, Oregon
November 16, 1956

MISC. CONTRACTS and
AGREEMENTS No. 1796

89
90
91

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with Wasco County covering the closure of certain county roads; construction of a frontage road; and maintenance of old section of the Columbia River Highway on the Chenoweth Creek-The Dalles Section of the Columbia River Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Wasco County.

Secretary

rn
Attach: 1

RECEIVED
NOV 19 1956
FOR FILING

November 16, 1956

County Court of Wasco County
Court House
The Dalles, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Wasco County a fully executed copy of an agreement between the State Highway Commission and Wasco County covering the closure of certain county roads; construction of a frontage road; and maintenance of old section of the Columbia River Highway on the Chenoweth Creek-The Dalles Section of the Columbia River Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

FORM E-123 50M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 13 1956
FOR FILING

T-36(10)

4-4

ovember 9, 1956

The Pacific Telephone & Telegraph Company
509 S.W. Oak
Portland, Oregon

Re: The Pacific Telephone & Telegraph Company
Telephone Line Adjustment
Chenoweth Creek-The Dalles
Columbia River Highway
Wasco County

Gentlemen:

Advice has been received that in connection with the construction of the above titled project, it will be necessary for you to make adjustments of your power poles and facilities located as follows:

14 feet Northeasterly of Station L^2 W.B. 2198+50
30 feet Northeasterly of Station L^2 W.B. 2202+05
20 feet Northerly of Station 2215+50 on Hosteler Way
(P.P. and L. guy)
20 feet Northerly of Station 2217+00 on Hosteler Way
22 feet Northeasterly of Station L^2 W.B. 2231+80
15 feet Southwesterly of Station Frontage Road 2232+25
(on Snipes Road)
30 feet Southwesterly of Station L^2 W.B. 2266+40
(guy pole)

I am advised that these poles are on existing public right of way so that no compensation can be made to you for the moving work.

Further information may be secured from Mr. M. D. Glenn, Resident Engineer on the project with headquarters in The Dalles.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Dean Swift
Mr. M. D. Glenn

NOTED
FORREST COOPER

RECEIVED
NOV 13 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 20M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
[illegible] 1956
FOR FILING

T-36 (10)

4842

November 9, 1956

Bonneville Power Administration
1001 N.E. Lloyd Blvd.
Portland 8, Oregon

Re: Bonneville Power Administration
Power Line Adjustment
Chenoweth Creek-The Dalles
Columbia River Highway
Wasco County

Gentlemen:

Bids have been received on the above titled project and I am advised that it will be necessary to make a rearrangement in your facilities where your power line crosses the new location at Station 225+15. The adjustment involves the removal of one tower and its replacement of a tower on each side of the right of way line, with the necessary attendant guying.

It appears that the present tower is located on a private easement recorded in Book 111, at page 435, of the Wasco County Records, and the Highway Commission, therefore, will compensate you for the necessary cost in the usual manner applicable to past similar work. Further details may be secured from Mr. W. D. Glenn, Resident Engineer, with headquarters at The Dalles.

Very truly yours,

J. M. DeSOUZA
Assistant Counsel

JMD:HH
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Dean Swift
Mr. W. D. Glenn
Mr. C. H. Watson

NOTED
FORREST COOPER

RECEIVED
NOV 23 1956
FOR FILING

I-36 (10)

4842

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1956

97

SUBJECT: Throughway Agreement
Chenoweth Creek-The Dalles Section
Columbia River Highway
Wasco County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

I herewith hand you eight (8) copies of the agreement between the Oregon State Highway Commission and Wasco County regarding construction of the throughway through said county and the related county road closures, the construction of a frontage road and the maintenance of the Columbia River Highway as a frontage road. Further, it is to be noted that West 6th Street, inside the city limits of the city of The Dalles, has been called to our attention as being a county road and the agreement had been revised accordingly to cover this situation. I understand that the Wasco County Officials signed the first agreement but that today Mr. Graham of the City-County Relations Division is taking a revised agreement to them for their signature and approval.

Gale K. Powell
GALE K. POWELL
Assistant Attorney

GKP:BR
Encls. (8)

[illegible]7/56

Adams

Mr Graham took
two approved copies
Paulus

RECEIVED
NOV - 9 1956
ENGINEER
C[illegible] RELATIONS

NOTED
G. S. PAXSON

RECEIVED
NOV 1956
FOR FILING
I-36(10)

4842

October 24, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-36(10), Chenoweth Creek-The Dalles Section of the Columbia River Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please send the usual copies of a resolution from the city of The Dalles covering the proposed construction.

Regarding your request for revision of the program item covering this project, we have approved the increases in length and funds for construction. However, in order to prevent delay in start of construction, we suggest that you submit a separate request for approval of the inclusion of preliminary engineering.

Very truly yours,

C. G. POLK
District Engineer

Original to
Mr. Probert

cc Mr. W. C. Williams (with 8-14 letter)
Mr. S. H. Probert

RECEIVED
AUG 30 1956

FOR FILING
I-36(10)
4842

August 30, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Your File 08-35

Dear Sir:

In reply to your letter of August 24 regarding the Chenoweth Creek-The Dalles Section, Project No. I-36 (10), I wish to submit the following:

This project was planned, located, and designed several years ago, at which time standards did not call for the wide type medians now recommended on the interstate route, and right of way was acquired on the basis of the original design. A reexamination of the project now indicates that it will be possible to construct a 16-foot median without the acquisition of additional right of way or without having to redesign the entire facility. The project is located in the suburban area northwesterly from The Dalles, and if the 36-foot median were adopted the construction would be delayed for several months while additional work and right-of-way acquisitions estimated at $150,000 were accomplished.

For these reasons I respectfully request that you approve the project as submitted, using a 16-foot oiled median with a double rail guard installation in the median.

Referring to the matter of the frontage road on the southerly side, a further study indicates that it will be possible to get a somewhat better facility than in our original submission, using two 12-foot travel lanes with eight-foot shoulders. I, therefore, request that with this modification the project be approved.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams (with 8 24 letter)
Mr. S. H. Probert

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

August 24, 1956

W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your August 23, 1956 program submission of projects involving Federal participation in 1956 Act Federal-aid interstate funds. Our program review indicates that a substandard median width is proposed outside the urban area on the Chenoweth Creek-The Dalles section, Project No. I-36(10). In addition it is noted that a somewhat reduced roadway width is proposed on the southerly frontage road for the traffic shown. We would appreciate receiving your comments as to the justification for use of a 16-foot median on the above section and further discussion on the frontage road capacity. The entire program submission is being held in this office pending receipt of your reply.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
FORREST COOPER

RECEIVED
AUG 28 1956
FOR FILING

August 27, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Under date of July 30, 1956, we notified Mayor Davidson of The Dalles, of the Highway Commission's proposal to construct the section of the Columbia River Highway from Chenowith Creek to a point approximately 1500 feet into the city of The Dalles at the westerly edge of the city. This notice was given pursuant to state law ORS 373.015 which provides that before any change of a highway within a city is made notice shall be given and opportunity for a public hearing with reference to the change provided. The state law provides that requests for the hearing shall be made within ten days after the notification if such hearing is desired. No reply was received from the City of The Dalles, and it can therefore be assumed that no public hearing is desired.

The State Highway Department has considered the economic effects of the location of the project in adopting this location.

In our opinion, this procedure has complied with the requirements of your Policy and Procedure Memorandum No. 20-8.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. J. W. Cattrall
Mr. H. B. Glaisyer

GSP:fn

RECEIVED
JUL 30 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1956

SUBJECT: Chenowith Creek-The Dalles
Columbia River Hwy.

To:

Mr. G. S. Paxson
Assistant State Highway Engineer

Office

W. C. WILLIAMS

THE DALLES

I am submitting herewith seven copies of sketch map on which is indicated the relocation of the subject-named section of highway as such affects the City of The Dalles. The major portion of the right of way for this change has already been acquired, however it is possible that some minor pieces will be required. There is no abandonment involved.

This is for the purpose of notifying the City of The Dalles of our intentions as regards this relocation so they can register objections if so inclined.

L. H. Young
Asst. Construction Engineer

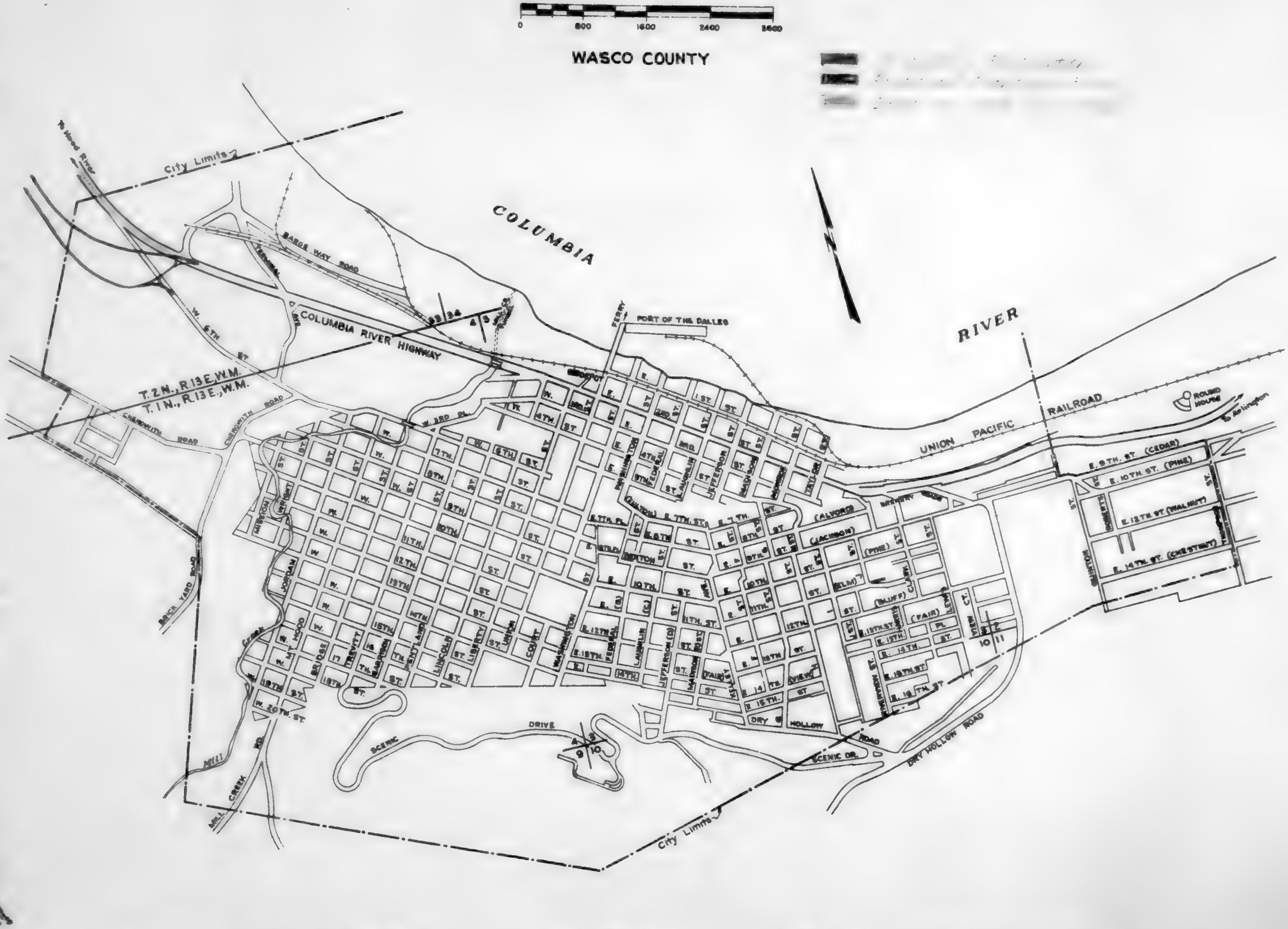
LHY:ep

Enc.

cc - Mr. W. C. Williams (with encl.)

RECEIVED
JUL 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

THE DALLES


Scale in Feet
0
800
1600
2400
3600
WASCO COUNTY
COLUMBIA RIVER
UNION PACIFIC RAILROAD
COLUMBIA RIVER HIGHWAY
PORT OF THE DALLES
FERRY
ROUND HOUSE
To Arlington
To Hood River
City Limits
T.2N., R.13E.W.M.
T.1N., R.13E.,W.M.
BARGE WAY ROAD
W. 6TH ST.
CHENOWITH ROAD
BRICK YARD ROAD
MILL CREEK RD.
SCENIC DRIVE
SCENIC DR.
DRY HOLLOW ROAD
W. 3RD PL.
MISSION
WRIGHT ST.
JORDAN
W. MT. HOOD
BRIDGE
TREVITT
GARRISON
PENTLAND
LINCOLN
LIBERTY
UNION
COURT
WASHINGTON
FEDERAL
LAUGHLIN
JEFFERSON (D)
MADISON
KELLY
DRY HOLLOW
VIEW CT.
QUINTON
ROBERTS
THOMPSON
E. 9TH. ST. (CEDAR)
E. 10TH. ST. (PINE)
E. 12TH ST. (WALNUT)
E. 14TH. ST. (CHESTNUT)
(ALVORD)
(JACKSON)
(PINE)
(ELM)
(BLUFF)
(FAIR)
CLARK
LEWIS
RIVERVIEW ST.
BREWERY GRADE
TAYLOR
MONROE
1ST. ST.
2ND
3RD
4TH.
9TH
10TH
11TH
12TH
13TH
14TH
15TH
19TH ST.
W. 20TH ST.

JULY 17, 1951

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Chenowith Creek - The Dalles   Highway Columbia River   County Wasco   Prefix 14-1429

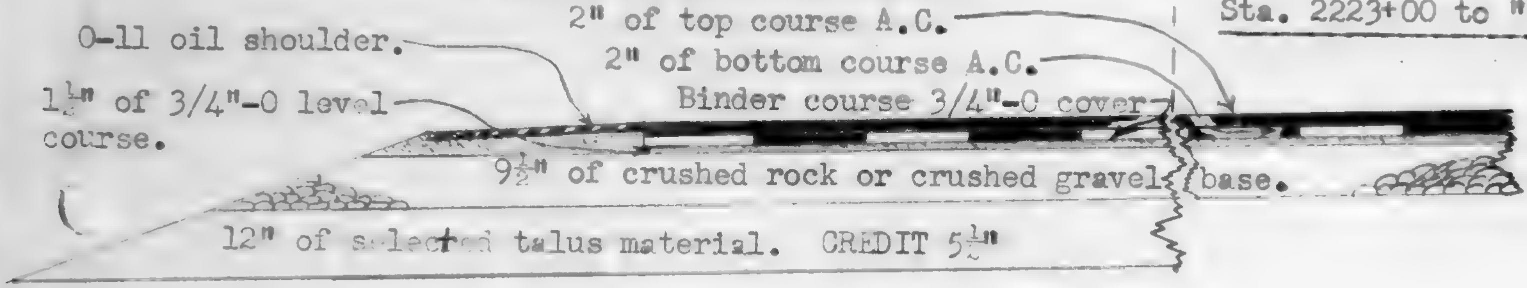
Res. Engr. M. Glenn   Length of Project 1.55 Miles.   Sta. 2195+20 thru equation to Sta. "C" 900+66.80   Date 8-15-56

MAIN ROADWAY   ADT TRUCKS - 550   TRAFFIC CLASSIFICATION - VH

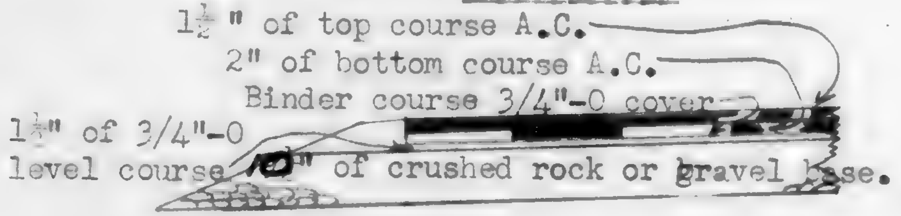
TYPICAL SECTIONS   SERVICE ROAD   ADT TRUCKS -   TRAFFIC CLASSIFICATION - MH

Station 2197+00 to 2223+00

Sta. 2195+20 to 2197+00
Sta. 2223+00 to "C" 900+66.80.


2" of top course A.C.
0-11 oil shoulder.
2" of bottom course A.C.
1½" of 3/4"-0 level course.
Binder course 3/4"-0 cover
9½" of crushed rock or crushed gravel base.
12" of selected talus material. CREDIT 5½"

SERVICE ROAD


1½" of top course A.C.
2" of bottom course A.C.
Binder course 3/4"-0 cover
1½" of 3/4"-0 level course
10" of crushed rock or gravel base.

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
Sta. 2197+00 - 2223+00				
			4 1½ 9½ 5½	A.C. Level Base Credit
12" select talus				
20½			20½	
Sta. 2195+20 - 2197+00 Sta. 2223+00 - "C" 900+66.8 Service Road				
			3½ 1½ 10	A.C. Level Base
15			15	

TYPICAL SOIL
Sta. 2197+00 to 2223+00
Service Road
52 % Pass 200
21 LL
0 PI
37 % Silt
17 "R" Value

TYPICAL SOIL
Sta. 2195+20 to 2197+00 and 2223+00 to "C" 900+66.80
57 % Pass 200
33 LL
5 PI
29 % Silt
39 "R" Value

NOTE:

The above design is considered to be ample for the reported 14" frost ~~penetration in this area.~~

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be selected by the contractor. State controlled sources are available.											

cc Deputy State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

NOTED
FORREST COOPER

Submitted by C. J. Gugg
Ass't. Soils Engineer

Recommended by D. J. Barber
Asst Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

[illegible] arie Worth-Posey [illegible]
.C. Hearing

FORM R-123-X 75M 1-60

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

4843

June 17, 1960

NOTE.
W. C. WILLIAMS

Morrison-Knudsen Company, Inc.
603 Hoge Building
Seattle 4, Washington

Attention Mr. R. B. Snow

Gentlemen:

A voucher in the amount of $3,338.70, covering payment for $2,420.00 for Price Agreement No. 6 and $918.70 for additional haul, was mailed to you on June 13, 1960. This completes payment for the Davis Slough-Beaver Lookout Section of U.S. 101, Contract No. 4843.

If you have not received the voucher, please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By TOM EDWARDS
Tom Edwards
Construction Engineer

FBK:jw

cc W. C. Williams
C. H. Maison

RECEIVED
STATE HIGHWAY ENGINEER

Morrison-Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

ADDRESS REPLY TO
603 HOGE BUILDING
SEATTLE 4, WASHINGTON

14 June 1960

Mr. Tom Edwards, Construction Engineer
Oregon State Highway Department
Salem, Oregon

RE: Davis Slough-Beaver Lookout Section
Oregon Coast Highway - Contract No. 4843

Dear Sir:

$3,338.70

As we are desirous of finalizing out this contract and closing the books, we would appreciate your action on Price Agreement No. 6 of April 19, in the amount of $2,420.00 and also reference to a letter of February 11 from M. M. Stump to L. R. Chandler, Assistant Division Engineer, allowing a further $918.70 covering long overhaul outside of the original Right-Of-Way.

In Mr. R. H. Madsen's letter to you of April 15, he summarizes this but we can find no record of an answer from the Highway Department. We would appreciate your checking into this matter so we can wind the contract up in its entirety.

Yours very truly,

MORRISON-KNUDSEN CO., INC.

R B Snow

R. B. Snow

RBS:bdc

cc: Mr. R. H. Madsen
Morrison-Knudsen Co., Inc.
Seattle, Washington

Flaboe

CONSTRUCTION DIVISION
RECEIVED
JUN 15 1960
NOTED-

A

RECEIVED
[illegible] 1960
FOR FILING

F 109(4)

4843

June 14, 1960

Fidelity & Deposit Co.,
Portland Branch Office
900 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to Morrison Knudsen Company, Inc., on contract #4843 for grading the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,085,342.17, including the post-final payment of $3,338.70. Of the total, $65,384.58 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Fidelity & Deposit Co.,
Baltimore 3
Maryland

A

RECEIVED
MAY 24 1960

FOR FILING
F 109(4)
4843

May 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 6 covering extra clearing on the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County, Contract No. 4843, in connection with Federal Aid Project No. F-109(4).

This agreement is to settle contractor's claim for clearing outside of areas originally staked. The extra clearing was heavy and, the adjustment is based on equipment rental and labor costs.

The extra clearing, according to the agreement, was 1.138 acres. The bid price was $47,000 for 120 acres. The clearing cost has been determined by the Cost Analysis Division as $105,617.

The BPR District Engineer was present during negotiations with the contractor and verbally approved this settlement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:sw
Encl.

RECEIVED
MAY 24 1960

FOR FILING

F 109(4)

4843

May 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 6 covering extra clearing on the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County, Contract No. 4843, in connection with Federal Aid Project No. F-109(4).

This agreement is to settle contractor's claim for clearing outside of areas originally staked. The extra clearing was heavy and, the adjustment is based on equipment rental and labor costs.

The extra clearing, according to the agreement, was 1.138 acres. The bid price was $47,000 for 120 acres. The clearing cost has been determined by the Cost Analysis Division as $105,617.

The BPR District Engineer was present during negotiations with the contractor and verbally approved this settlement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:sw
Encl.

RECEIVED
FORM E-BOX 1960
FOR FILING

4-3

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1960

SUBJECT: Davis Slough-Beaver Lookout Section
Oregon Coast Highway

To: MEMO TO THE FILES

A meeting was held on March 30 in Tom Edwards' office with the following people in attendance: Messrs. Stranburg, Madsen, Humphreys and Coon, representing the Morrison Knudsen organization; Mressrs. Edwards, Morgan, Chandler and Klaboe representing the State Highway Department; and Mr. Ed Cowan representing the Bureau of Public Roads. The purpose of this meeting was to discuss and, if possible, arrive at a settlement of a claim for extra clearing in the amount of $4,735.07 submitted by Morrison Knudsen Company on this project.

The basis of this claim lies in the fact that eleven small areas required further clearing by the contractor after he had performed the original clearing in each of the areas. It was stipulated by both parties that the sum of the eleven areas amounts to 1.3 acres. It was further stipulated by the Morrison Knudsen Company that their figure had been arrived at by making an educated guess of estimate of the time involved for each of the areas. They kept no separate records and find it impossible to arrive at exact costs.

The State Highway Department had previously offered the Morrison Knudsen Company a settlement based on their actual costs for heavy clearing in the amount of $1,210. It was recognized by both sides that it costs more to do additional small strips of clearing after the main clearing has been completed than it would have cost had these small strips been initially cleared along with the main clearing operation.

The main difficulty in this case is therefore determination of adequate compensation due the contractor. The State denied that the costs are 4+ times as great as normal costs as the contractor maintains, but was willing to admit that these costs were double normal costs.

A total amount of $2,420 was therefore offered the Morrison Knudsen Company in settlement of this claim. The Morrison Knudsen Company officials stated that they would consider the offer and let us know their decision. Mr. Edwards further stated that he would be willing to examine any further documentary evidence they may present supporting their claim and, if adequate proof of costs exceeding the $2,420 could be presented, would reconsider this offer.

Mr. Cowan expressed the opinion that the Bureau of Public Roads would participate in this claim settlement but that the usual documentation would be necessary to determine the amount.

Tom Edwards
Construction Engineer

By
FB Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc C. G. Polk
Forrest Cooper ✓
F. D. Morgan

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
R 1960
FILING
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1960

SUBJECT: Erosion Control Authorization
Davis Slough-Beaver Lookout Sec.
Oregon Coast Highway
Contract No. 4843

To: Mr. R. L. Porter
Staff Engineer
Building

The subject contract included an authorization of $8,000 for erosion control. Approximately $4,343 has been expended to date but no further work can be done until the grading included in the recently let paving contract (No. 5584) is completed.

Recognizing the desirability of closing out the subject contract, it has been agreed with Construction Engineer Edwards that we will report it completed and that in lieu of transferring the balance to Contract No. 5584 we will request an additional authorization if the $6,200 provided in the authorization of Contract No. 5584 proves inadequate to complete the erosion control work.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl

cc Mr. Forrest Cooper
Mr. Tom Edwards

RECEIVED
MAR - 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
1960
FOR FILING
[illegible]
4843

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 11, 1960

Mr. R. H. Madsen
Assistant District Manager
Morrison-Knudsen Company, Inc.
603 Hoge Building
Seattle 4, Washington

Dear Mr. Madsen:

Your letter and statement concerning a claim for extra clearing in the amount of $4,735.07 on the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway, Contract No. 4843, has been forwarded to this office.

The major portion of your claim appears to be for moving equipment to the eleven areas wherein extra clearing is claimed. You also state that no costs were kept on this work and, further, that your estimate of the cost is based on the "best information available from our job records and job personnel". We have also checked with our job personnel - including the inspector, the transitman, and the resident engineer. They inform us that this extra clearing, which we admit is a compensable item, did not take place after all the other clearing had been finished, but during the time you were bunching and stirring burning piles in the immediate area and that, therefore, it did not involve moving back into these areas after they were finished. Your estimate of the cost involved is therefore denied.

Nevertheless, we are prepared to offer a settlement of the claim as follows:

Your lump sum bid for clearing and grubbing	$ 47,000.00
Your final cost for clearing and grubbing	$106,000.00

Sixty acres of the clearing was medium clearing, which we will rate as 1. Sixty acres was heavy clearing, which we will rate as 1½. Assuming all the extra clearing was heavy:

$$\begin{aligned} 60 \times 1 &= 60 \\ 60 \times 1\tfrac{1}{2} &= \underline{90} \\ &\ 150 \end{aligned}$$

$$\frac{106,000}{150} = \$707/\text{acre for medium}$$

$$1\tfrac{1}{2} \times \$707 \times 1.14 \text{ acres} = \$1,210.00$$

We therefore offer as settlement of this claim the sum of $1,210.00 based upon your actual costs and not the bid cost.

Division Engineer Morgan is informed concerning this matter and is prepared to execute a Price Agreement to effect settlement. I would recommend you contact him at your early convenience.

Very truly yours,

W. C. Williams
State Highway Engineer

By
TOM EDWARDS
Tom Edwards
Construction Engineer

FBK:law:jw

cc Forrest Cooper ✓
F. D. Morgan
R. L. Porter

RECEIVED
FEB 1[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 4, 1960

SUBJECT: Davis Slough-Beaver Lookout

To: MEMO TO THE FILES

I talked to Mandigo about Morrison-Knudsen's claim for approximately $4,500.00 for extra clearing on subject named project. Mr. Madsen has alledged that the cost was extremely high because they had to send special equipment back to do the clearing of 11 small lenses on this project after the staked clearing and grubbing had been completed. Mandigo states that they had to come back in many places to finish out their own original clearing back to the staked lines. He does not think that they ever had to go back after all their original clearing had been completed in order to clear an additional area required of them.

Also talked to Tison, who ~~is~~ was transitman on this project, and he agrees with Mandigo. He also knows of several places where the contractor did not get out to the original staked lines before they were told of additional widths. Both men state that the contractor had to keep dozers chunking and consolidating on their burning piles until the burning was complete and that this extra work in at least nearly all cases was done before these dozers had left the area.

L R Chandler

L. R. Chandler
Ass't Division Engineer

LRC:ae

L. H. Young - For your information.
Mandigo was grading inspector on this project.
LRC.

CONSTRUCTION DIVISION
RECEIVED
FEB 8 1960
NOTED-- ☐ ☑ ☐ ☐ ☐

Klaboe

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon
February 4, 1960

SUBJECT: Davis Slough-Beaver Lookout

To: MEMO TO THE FILES

I talked to Mandigo about Morrison-Knudsen's claim for approximately $4,500.00 for extra clearing on subject named project. Mr. Madsen has alledged that the cost was extremely high because they had to send special equipment back to do the clearing of 11 small lenses on this project after the staked clearing and grubbing had been completed. Mandigo states that they had to come back in many places to finish out their own original clearing back to the staked lines. He does not think that they ever had to go back after all their original clearing had been completed in order to clear an additional area required of them.

Also talked to Tison, who ~~is~~ was transitman on this project, and he agrees with Mandigo. He also knows of several places where the contractor did not get out to the original staked lines before they were told of additional widths. Both men state that the contractor had to keep dozers chunking and consolidating on their burning piles until the burning was complete and that this extra work in at least nearly all cases was done before these dozers had left the area.

LRChandler
L. R. Chandler
Ass't Division Engineer

LRC:sc

L.H. Young - For your information.
Mandigo was grading inspector on this project.
LRC.

CONSTRUCTION DIVISION
RECEIVED
FEB 8 1960
NOTED-- ☐ ☑ ☐ ☐ ☐

Klaboe

CONSTRUCTION DIVISION
RECEIVED
[illegible]
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE DOE

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENTAL CORRESPONDENCE

Roseburg, Oregon
February 2, 1960

SUBJECT: Claim for additional compensation
Morrison-Knudsen Company
Davis Slough-Beaver Lookout
Contract No. 4843

To: Tom Edwards
Construction Engineer

Herewith two copies of a letter from Morrison-Knudsen Company, contractors on the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway, Contract No. 4843.

This letter, over the signature of Mr. R. H. Madsen, Assistant District Manager, makes claim for $4,735.07 for "costs to clear and grub for additional width at 11 locations".

On the construction engineer's statement accompanying the semi-final estimate, I reported that the contractor was expected to claim additional compensation for extra clearing and that they will probably claim some sum between $4,000.00 and $8,000.00 since both these figures have been mentioned by Mr. Madsen. I also reported that the contractor's field cost for clearing on this project had been $800.00 per acre as stated to myself by Mr. Ray Jones, their superintendent, and I recommended that their claim, if made, be scaled down to $900.00 and approved. I still believe this amount to be proper. The clearing and grubbing stakes were not set from the aerial survey as assumed by Mr. Madsen but were set after selected points at the bottoms of fills and the tops of cuts had been actually cross-sectioned on the ground in order to determine the maximum clearing limit. Center line levels had previousy been run by survey parties. In spite of this, 11 lens shaped areas totaling 1.138 acres had to be widened. Mr. Madsen, however, is in error in assuming that his crews had to come back after finishing clearing in these places in order to complete them. The clearing on this project was so heavy that an almost continuous line of trees and brush to be burned was windrowed in the approximate center of the cleared area and dozers were required to bunch and stir this windrow steadily during the burning. It was also during this time that the locations were in all, or nearly all cases widened. It is true that Mr. Koons, their Project Manager, stated that they would probably request additional compensation but their cost of $8,000.00 for 1.14 acres is not even probable.

Young
Rough draft
reply
C

Klapol

Mr. Madsen states in his letter "we were not able to develop detailed actual costs incurred in doing the actual widening". He goes on to state that they, therefore, had to develop their claims from the best "information" obtainable from job records and personnel.

Considering the magnitude of the clearing operation, it is my opinion that the amount of extra clearing which had to be added is very minor and should be paid for only on the basis of their actual clearing costs for the project. As stated above, this is believed to be $800.00 per acre and I recommend that the claim be paid in that amount.

The last sheet of Mr. Madsen's letter which is a tabulation of alledged costs for clearing and grubbing does not fit the situation.

L. R. Chandler
Ass't Division Engineer

LRC:sc

Enc.

Morrison-Knudsen Company, Inc.

CONTRACTORS AND ENGINEERS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

ADDRESS REPLY TO
603 HOGE BUILDING
SEATTLE 4, WASHINGTON

January 20, 1960

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. Frank D. Morgan, Division Engineer

Gentlemen:

Following please find our claim for extra compensation to cover the increased costs incurred by our company in clearing and grubbing the eleven isolated areas along the edges of the roadway for the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway, Contract No. 4843.

The original clearing and grubbing stakes were set based on calculations from aerial survey data, but due to the irregularity of the timber depth and ground contours, the required width for the cuts and fills could not be established correctly in all cases.

It was not until after the clearing and grubbing were essentially complete in these areas that the final center line and cut and fill stakes could be set, otherwise they would have been lost or buried by the equipment during the burning operations. It, therefore, was at this late stage that the necessity for additional width became apparent and the requirement for "Alterations in Details of Construction" was made in restaking for the additional width.

In most cases by the time this additional widening became apparent our clearing tractors and crews were well out ahead of the newly staked areas. This necessitated pulling back the men and equipment to do the clearing and piling on one day and to come back again at least once and/or twice on following days to complete the burning and clean-up of each individual area.

During the time this widening was being done our Project Manager discussed the situation with your representatives and it has been discussed on several occasions subsequently, but we have not been able to agree on a mutually equitable amount.

You will note from the tabulation attached that the eleven areas are scattered over a distance of nearly 4 miles; they vary in maximum width from 9 to 87 feet; and they vary in length from 100 to 1200 feet. The fact that the total acreage involved is only 1.138 acres is not important costwise. The scattered and erratic operations required to perform the work entailed much higher than normal unit costs.

With the areas being so widely scattered and having to be done on such an intermittent basis, we were not able to develop detailed actual costs incurred in doing the extra widening. We, therefore, have developed our claim from the best information obtainable from our job records and job personnel.

The attached calculations are based on allowing one tractor with two men a total of one and one-half shifts to move in and out at least two to three times at each site and do the required clearing and grubbing. Our hourly costs are based on Force Account rates. Our total claim, based on the above data, amounts to $4,735.07.

The use of the aerial survey data for making the original clearing and grubbing stakeout created a very substantial saving to the State, but it, in turn, caused the contractor a minimum of increased costs, as indicated above.

We feel that we are entitled to payment of this claim in accordance with the provisions of the following articles contained in our contract specifications: 1.4.2 "Additional Work;" 1.4.5 "Alterations in Details of Construction;" 1.4.6 "Extra Work;" 1.9.5 "Alteration in Details of Construction." We call particular attention to the following portion of Article 1.9.5:

> "If, however, the character of the work or the unit costs thereof are materially changed, an allowance shall be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then an allowance shall be made, either for or against the Contractor, in such amounts as the engineer may determine to be fair and equitable."

We sincerely feel that the amount of this claim is very conservative and respectfully submit same with the hope that it may receive your favorable consideration.

Very truly yours,

MORRISON-KNUDSEN COMPANY, INC.

By R. H. Madsen

R. H. Madsen
Assistant District Manager

RHM:O
Enclosures (2)

This letter submitted in quadruplicate, all with enclosures

cc-Mr. A. O. Strandberg, MK, Seattle - with enclosures
-Mr. J. H. Coons, MK, Brookings - with enclosures
-Mr. Ray Jones, MK, c/o Grants Pass - with enclosures

MORRISON-KNUDSEN COMPANY, INC.

DAVIS SLOUGH-BEAVER LOOKOUT SECTION
OREGON COAST HIGHWAY
CONTRACT NO. 4843

AREAS CLEARED AND GRUBBED FOR ADDITIONAL ROADWAY WIDTH

	Length		Max. Width
1. 487+50 to 491+50	400 ft.		87 ft.
2. 551+00 to 554+00	300 ft.		32 ft.
3. 563+00 to 564+50	150 ft.		12 ft.
4. 578+00 to 579+00	100 ft.		9 ft.
5. 585+00 to 597+00	1,200 ft.	(both sides)	22 ft.
6. 603+00 to 606+50	350 ft.	" "	34 ft.
7. 609+00 to 616+00	700 ft.	" "	15 ft.
8. 624+00 to 628+50	450 ft.		17 ft.
9. 638+75 to 640+50	175 ft.		20 ft.
10. 650+50 to 652+00	150 ft.		15 ft.
11. 687+50 to 689+50	200 ft.		10 ft.

A total of 1.138 acres calculated by State forces.

MORRISON-KNUDSEN COMPANY, INC.

DAVIS SLOUGH-BEAVER LOOKOUT CONTRACT NO. 4843

OREGON COAST HIGHWAY

COSTS TO CLEAR AND GRUB FOR ADDITIONAL WIDTH AT ELEVEN LOCATIONS

	Labor	Equipment Rental	Supplies	Total
COSTS PER HOUR				
1 D-8 Cat w/winch and dozer	$	$ 14.85	$	$ 14.85
1/2 Foreman	1.80			1.80
1 D-8 Operator	3.35			3.35
1 Choker Setter	2.55			2.55
1 Power Saw Operator, w/ saw	2.90	0.50	0.25	3.65
Overtime Labor 12.96% of $10.60	1.373			1.373
P/R Taxes and Insurance on $11.973				
F.I.C.A.-Social Security, 2.250%	0.269			0.269
State Ind. Accident Ins., 2.484%	0.297			0.297
State Unemployment Comp., 2.7%	0.323			0.323
Federal Unemplymt. Comp., 0.3%	0.036			0.036
Health and Welfare - $0.35 Hr.	0.350			0.350
TOTAL PER HOUR	$ 13.248	$ 15.35	$ 0.25	$ 28.848
COST PER SHIFT				
9 Hrs. x Cost Per Hour	$ 119.23	$ 138.15	$ 2.25	$ 259.63
Contractor's Percentage Allowance:				
On Labor, 15% of $119.23	17.88			17.88
On Equipment Rental, 5% of $138.15		6.91		6.91
On Supplies, 5% of $2.25			.11	.11
TOTAL PER SHIFT	$ 137.11	$ 145.06	$ 2.36	$ 284.53
COST FOR (11 x 1.5) 16½ SHIFTS	$2,262.32	$2,393.49	$ 38.94	$4,694.75
FUEL FOR BURNING, 300 Gal. @ $0.128 plus 5%				40.32
TOTAL AMOUNT				$4,735.07

Contract No. 4843

Monthly transaction number RECEIVED JAN 6 1960 1-6	F -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon County Coos
Project report number FOR FILING 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project number F-109(4)

F109(4)

4843

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 25**, 19**57**, is hereby modified as follows:

Revised estimated total cost of project $ **1,219,902.00**

Revised Federal funds $ **746,217.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **20** day of **January**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

January 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Davis Slough-Beaver Lookout Section, Project No. F-109(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

RLC:sm

Form PR 2 (Revised 1950)

State Oregon
Project No. F-109(4)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 19 57, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of October, 19 56, a program, which was approved on the 17th day of October, 19 56, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 30th day of November, 19 56, and the sum of six hundred fifty five thousand, and 00/00 dollars ($ 655,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of
Chapter 529, Laws 1939.
act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 370+00 and 750+00, south of Coos Bay,

, length 7.144 miles, in Coos County,

being Oregon project No. F-109(4), consisting of 7.144 miles of

roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of six hundred fifty five thousand, and 00/100 dollars ($655,000.00), which does not exceed the authorized Federal pro rata share of one million, fifty eight thousand, five hundred twenty four and 50/100 dollars ($1,058,524.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of six hundred fifty five thousand, and 00/100 dollars ($655,000.00), which does not exceed the authorized Federal pro rata share of one million, fifty eight thousand, five hundred twenty four and 50/100 dollars ($1,058,524.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
District ~~Division~~ *Engineer,*
Bureau of Public Roads.

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the Davis Slough-Beaver Lookout Section, Project No. F-109(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMC:ia

4843

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

[illegible]
[illegible]
[illegible] County

NATURE OF WORK:

Grading

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4843 Morrison Knudsen Co.,Inc. 12-27-56

DATE OF COMPLETION:

300 Workdays from 3-1-57

REMARKS:

March 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Davis Slough-Beaver Lookout Section, Project No. F-109(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:ia

Oregon State Highway Department

Federal Aid
Project No. F-109(4)

DAVIS SLOUGH-[illegible] LOOKOUT SECTION OF THE

OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 15, 1957

Type Code 0010
Roadway (Sta. 370/00 to Sta. 750/00)(Contract No. 4843)

All	Required	Clearing and Grubbing	$	$ 47,000.00
7,500	cu. yds.	Drainage Excavation, Unclassified	2.50	18,750.00
1,764,000	cu. yds.	General Excavation, Unclassified	0.30	529,200.00
6,272,000	yd. sta.	Short Overhaul	0.005	31,360.00
155,000	C-y.sta.	Long Overhaul	0.50	77,500.00
7.14	miles	Finishing Roadbed and Slopes	500.00	3,570.00
36,000	lin. ft.	Rounding Cutbanks	0.14	5,040.00
100	lin. ft.	12-inch Corrugated Metal Pipe	3.50	350.00
3,800	lin. ft.	18-inch Corrugated Metal Pipe	5.00	19,000.00
1,200	lin. ft.	24-inch Corrugated Metal Pipe	7.00	8,400.00
300	lin. ft.	24-inch Corrugated Metal Pipe, 12 Ga.	9.00	2,700.00
130	lin. ft.	30-inch Corrugated Metal Pipe	10.00	1,300.00
900	lin. ft.	30-inch Corrugated Metal Pipe, 10 Ga.	15.00	13,500.00
200	lin. ft.	36-inch Corrugated Metal Pipe	15.00	3,000.00
250	lin. ft.	48-inch Corrugated Metal Pipe	20.00	5,000.00
460	lin. ft.	72-inch Corrugated Metal Pipe	41.00	18,860.00
140	lin. ft.	72-inch Structural Plate Pipe, 12 Ga.	63.00	8,820.00
80	lin. ft.	72-inch Structural Plate Pipe, 10 Ga.	75.00	6,000.00
90	lin. ft.	96-inch Structural Plate Pipe, 12 Ga.	95.00	8,550.00
140	lin. ft.	14'-3" Structural Plate Pipe Arch, 7 Ga.	200.00	28,000.00
2	only	72-inch Elliptical Inlets	650.00	1,300.00
26,300	lin. ft.	8-inch Perforated Metal Drain Pipe	1.65	43,395.00
2,700	lin. ft.	12-inch Perforated Metal Drain Pipe	3.00	8,100.00
3,600	cu. yds.	Special Backfill in Drains	10.00	36,000.00
60	lin. ft.	Metal Guard Rail	5.00	300.00
800	rods	Type 2 Fence	18.00	14,400.00
450	cu. yds.	Loose Riprap	10.00	4,500.00
1,450	cu. yds.	Coarse Crushed Material in Surfacing	8.00	11,600.00
650	cu. yds.	3/4" - 0 Material in Surfacing	8.00	5,200.00
800	M-gals.	Sprinkling	2.00	1,600.00
			Subtotal	$ 962,295.00
			10% Engr. & Cont.	96,229.50
			Total	$1,058,524.50

Length of Roadway 7.144 Miles
Cost of Roadway Per Mi. $148,169.72

Federal Funds..	$655,000.00
State Funds..	403,524.50
	$1,058,524.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-109(4)

DAVIS SLOUGH-BEAVER LOOKOUT SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, November 29, 1956

Type Code 0010
Roadway (Sta. 370+00 to Sta. 750+00)

All Required	Clearing and Grubbing		$ 150,000.00
7,500 cu. yds.	Drainage Excavation, Unclassified	$2.75	20,625.00
1,764,000 cu. yds.	General Excavation, Unclassified	0.44	776,160.00
6,272,000 yd. stas.	Short Overhaul	0.01	62,720.00
155,000 C-yd.stas.	Long Overhaul	0.35	54,250.00
7.14 miles	Finishing Roadbed and Slopes	1,000.00	7,140.00
36,000 lin. ft.	Rounding Cutbanks	0.20	7,200.00
100 lin. ft.	12 Inch Corrugated Metal Pipe	3.00	300.00
3,800 lin. ft.	18 Inch Corrugated Metal Pipe	4.50	17,100.00
1,200 lin. ft.	24 Inch Corrugated Metal Pipe	7.00	8,400.00
300 lin. ft.	24 Inch Corrugated Metal Pipe, 12 Gage	8.00	2,400.00
130 lin. ft.	30 Inch Corrugated Metal Pipe	8.50	1,105.00
900 lin. ft.	30 Inch Corrugated Metal Pipe, 10 Gage	10.00	9,000.00
200 lin. ft.	36 Inch Corrugated Metal Pipe	12.50	2,500.00
250 lin. ft.	48 Inch Corrugated Metal Pipe	23.00	5,750.00
460 lin. ft.	72 Inch Corrugated Metal Pipe	40.00	18,400.00
140 lin. ft.	72 Inch Structural Plate Pipe, 12 Gage	52.50	7,350.00
80 lin. ft.	72 Inch Structural Plate Pipe, 10 Gage	57.50	4,600.00
90 lin. ft.	96 Inch Structural Plate Pipe, 12 Gage	65.00	5,850.00
140 lin. ft.	14'-3" Structural Plate Pipe Arch, 7 Gage	110.00	15,400.00
2 only	72 Inch Elliptical Inlets	550.00	1,100.00
26,300 lin. ft.	8 Inch Perforated Metal Drain Pipe	2.50	65,750.00
2,700 lin. ft.	12 Inch Perforated Metal Drain Pipe	3.50	9,450.00
3,600 cu. yds.	Special Backfill in Drains	7.50	27,000.00
60 lin. ft.	Metal Guard Rail	2.50	150.00
800 rods	Type 2 Fence	4.50	3,600.00
450 cu. yds.	Loose Riprap	5.00	2,250.00
1,450 cu. yds.	Coarse Crushed Material in Surfacing	4.00	5,800.00
650 cu. yds.	3/4" - 0 Material in Sprinkling	4.50	2,925.00
800 M-gal.	Sprinkling	3.50	2,800.00
	Subtotal		$1,297,075.00
	10% Engr. & Cont.		129,707.50
	Total		$1,426,782.50

Length of Roadway 7.144 Miles
Cost of Roadway per Mile $199,717.59

Federal Funds -	$ 856,000.00
State Funds -	570,782.50
	$1,426,782.50

4

Oregon State Highway Department

Federal Aid
Project No. F-109(4)

DAVIS SLOUGH-BEAVER LOOKOUT SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 29, 1956

Type Code 0010
Roadway (Sta. 370+00 to Sta. 750+00)

All Required	Clearing and Grubbing		$ 150,000.00
7,500 cu. yds.	Drainage Excavation, Unclassified	$2.75	20,625.00
1,764,000 cu. yds.	General Excavation, Unclassified	0.44 ~~0.40~~	~~705,600.00~~ 776,160.00
6,272,000 yd.stas.	Short Overhaul	0.01	62,720.00
155,000 C-yd.stas.	Long Overhaul	0.35	54,250.00
7.14 miles	Finishing Roadbed and Slopes	1,000.00	7,140.00
36,000 lin. ft.	Rounding Cutbanks	0.20	7,200.00
100 lin. ft.	12 Inch Corrugated Metal Pipe	3.00	300.00
3,800 lin. ft.	18 Inch Corrugated Metal Pipe	4.50	17,100.00
1,200 lin. ft.	24 Inch Corrugated Metal Pipe	7.00	8,400.00
300 lin. ft.	24 Inch Corrugated Metal Pipe, 12 Gage	8.00	2,400.00
130 lin. ft.	30 Inch Corrugated Metal Pipe	8.50	1,105.00
900 lin. ft.	30 Inch Corrugated Metal Pipe, 10 Gage	10.00	9,000.00
200 lin. ft.	36 Inch Corrugated Metal Pipe	12.50	2,500.00
250 lin. ft.	48 Inch Corrugated Metal Pipe	23.00	5,750.00
460 lin. ft.	72 Inch Corrugated Metal Pipe	40.00	18,400.00
140 lin. ft.	72 Inch Structural Plate Pipe, 12 Gage	52.50	7,350.00
80 lin. ft.	72 Inch Structural Plate Pipe, 10 Gage	57.50	4,600.00
90 lin. ft.	96 Inch Structural Plate Pipe, 12 Gage	65.00	5,850.00
140 lin. ft.	14'-3" Structural Plate Pipe Arch, 7 Gage	110.00	15,400.00
2 only	72 Inch Elliptical Inlets	550.00	1,100.00
26,300 lin. ft.	8 Inch Perforated Metal Drain Pipe	2.50	65,750.00
2,700 lin. ft.	12 Inch Perforated Metal Drain Pipe	3.50	9,450.00
3,600 cu. yds.	Special Backfill in Drains	750 ~~6.00~~	~~21,600.00~~ 27,000.00
60 lin. ft.	Metal Guard Rail	2.50	150.00
800 rods.	Type 2 Fence	4.50	3,600.00
450 cu. yds.	Loose Riprap	5.00	2,250.00
1,450 cu. yds.	Coarse Crushed Material in Surfacing	4.00	5,800.00
650 cu. yds.	3/4" - 0 Material in Sprinkling	4.50	2,925.00
800 M-gal.	Sprinkling	3.50	2,800.00
	Subtotal	1,297,075.00	~~$1,221,115.00~~
	10% Engr. & Cont.	129,707.50	~~122,111.50~~
	Total	1,426,782.50	~~$1,343,226.50~~

Length of Roadway 7.144 Miles
Cost of Roadway per Mile ~~$188,021.62~~ 199,717.59

Federal Funds -	~~$ 804,000.00~~ $ 856,000.00
State Funds -	~~539,226.50~~ 570,782.50
	~~$1,343,226.50~~ $ 1,426,782.50

RECEIVED

W. C. WILLIAMS

A

December 21, 1959

Davis Slough-Beaver Lookout
Contract No. 4843

E-109(4)

4843

FINAL COST ANALYSIS
Grading
Contractor: Morrison-Knudsen Co. Inc.
Resident Engineer: M.M. Stump

Oregon Coast Highway
Prefix 6-1067-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	47,000.00	105,617.04	105,617.04	47,000.00
Drainage Excav., Unclass.	12,339.57	Cu. Yd.	2.50	2.30	28,497.84	30,848.93
General Excav., Unclass.	1,816,550.5	Cu. Yd.	0.30	0.40	728,115.88	544,965.15
Short Overhaul	6,502,090.4	Yd. Sta.	0.005	0.0068	44,389.70	32,510.45
Long Overhaul	169,164.4	C-Yd. Sta.	0.50	0.67	113,241.57	84,582.20
Finish R.B. & Slopes	7.14	Mile	500.00	662.30	4,728.87	3,570.00
Rounding Cutbanks	26,038	Lin. Ft.	0.14	0.143	3,727.46	3,645.32
12" Corr. Metal Pipe	272	Lin. Ft.	3.50	3.81	1,036.99	952.00
18" Corr. Metal Pipe	4,061	Lin. Ft.	5.00	4.24	17,248.46	20,305.00
24" Corr. Metal Pipe	1,344	Lin. Ft.	7.00	5.89	7,927.90	9,408.00
24" Corr. Metal Pipe 12 ga.	206	Lin. Ft.	9.00	7.91	1,631.18	1,854.00
30" Corr. Metal Pipe	239	Lin. Ft.	10.00	8.05	1,924.40	2,390.00
30" Corr. Metal Pipe 10 ga.	1,042	Lin. Ft.	15.00	11.13	11,603.34	15,630.00
36" Corr. Metal Pipe	144	Lin. Ft.	15.00	11.54	1,661.46	2,160.00
48" Corr. Metal Pipe	464	Lin. Ft.	20.00	14.67	6,808.82	9,280.00
72" Corr. Metal Pipe	288	Lin. Ft.	41.00	30.17	8,689.30	11,808.00
72" Struc. Plate Pipe 12 ga. Ctd.	134	Lin. Ft.	63.00	39.43	5,283.60	8,442.00
72" Struc. Plate Pipe 10 ga. Ctd.	72	Lin. Ft.	72.00	49.24	3,545.75	5,400.00
96" Struc. Plate Pipe 12 ga. Ctd.	78	Lin. Ft.	95.00	55.48	4,327.90	7,410.00
14'3" Struc. Plate Pipe Arch 7 ga.	142	Lin. Ft.	200.00	116.31	16,512.64	28,400.00
8" Perf. Metal Dr. Pipe, Unctd.	33,407	Lin. Ft.	1.65	1.33	44,499.66	55,121.55
12" Perf. Metal Dr. Pipe, Unctd.	1,806	Lin. Ft.	3.00	2.70	4,871.49	5,418.00

RECEIVED

W. C. WILLIAMS

A

December 21, 1959

Davis Slough-Beaver Lookout
Contract No. 4843
[illegible]

FINAL COST ANALYSIS
Grading
Contractor: Morrison-Knudsen Co. Inc.
Resident Engineer: M.M. Stump

Oregon Coast Highway
Prefix 6-1067-201(41)

4843 Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	47,000.00	105,617.04	105,617.04	47,000.00
Drainage Excav., Unclass.	12,339.57	Cu. Yd.	2.50	2.30	28,497.84	30,848.93
General Excav., Unclass.	1,816,550.5	Cu. Yd.	0.30	0.40	728,115.88	544,965.15
Short Overhaul	6,502,090.4	Yd. Sta.	0.005	0.0068	44,389.70	32,510.45
Long Overhaul	169,164.4	C-Yd. Sta.	0.50	0.67	113,241.57	84,582.20
Finish R.B. & Slopes	7.14	Mile	500.00	662.30	4,728.87	3,570.00
Rounding Cutbanks	26,038	Lin. Ft.	0.14	0.143	3,727.46	3,645.32
12" Corr. Metal Pipe	272	Lin. Ft.	3.50	3.81	1,036.99	952.00
18" Corr. Metal Pipe	4,061	Lin. Ft.	5.00	4.24	17,248.46	20,305.00
24" Corr. Metal Pipe	1,344	Lin. Ft.	7.00	5.89	7,927.90	9,408.00
24" Corr. Metal Pipe 12 ga.	206	Lin. Ft.	9.00	7.91	1,631.18	1,854.00
30" Corr. Metal Pipe	239	Lin. Ft.	10.00	8.05	1,924.40	2,390.00
30" Corr. Metal Pipe 10 ga.	1,042	Lin. Ft.	15.00	11.13	11,603.34	15,630.00
36" Corr. Metal Pipe	144	Lin. Ft.	15.00	11.54	1,661.46	2,160.00
48" Corr. Metal Pipe	464	Lin. Ft.	20.00	14.67	6,808.82	9,280.00
72" Corr. Metal Pipe	288	Lin. Ft.	41.00	30.17	8,689.30	11,808.00
72" Struc. Plate Pipe 12 ga. Ctd.	134	Lin. Ft.	63.00	39.43	5,283.60	8,442.00
72" Struc. Plate Pipe 10 ga. Ctd.	72	Lin. Ft.	72.00	49.24	3,545.75	5,400.00
96" Struc. Plate Pipe 12 ga. Ctd.	78	Lin. Ft.	95.00	55.48	4,327.90	7,410.00
14'3" Struc. Plate Pipe Arch 7 ga.	142	Lin. Ft.	200.00	116.31	16,512.64	28,400.00
8" Perf. Metal Dr. Pipe, Unctd.	33,407	Lin. Ft.	1.65	1.33	44,499.66	55,121.55
12" Perf. Metal Dr. Pipe, Unctd.	1,806	Lin. Ft.	3.00	2.70	4,871.49	5,418.00

FINAL COST ANALYSIS CONT'D
Davis Slough-Beaver Lookout - Contract No. 4843

Item	Quantity	Unit	Unit Bid	Unit Cost	Total, Cost	Gross Revenue
Special Backfill in Drains	3,508	Cu. Yd.	10.00	9.37	32,885.63	35,080.00
Type 2 Fence	1,492	Rod	18.00	2.46	3,673.02	26,856.00
Coarse Cr. Mat'l in Surfacing	1,812.5	Cu. Yd.	8.00	5.75	10,430.99	14,500.00
3/4"-0 Mat'l in Surfacing	598	Cu. Yd.	8.00	6.40	3,830.59	4,784.00
PA#1 Quarry Run Rock	239	Cu. Yd.	3.85	3.85	920.15	920.15
PA#2 Install 24' Metal Gate	3	Each	90.00	84.25	252.71	270.00
PA#2 Install 20' Metal Gate	1	Each	85.00	78.71	78.71	85.00
PA#3 Quarry Run Rock	618	Cu. Yd.	4.10	3.85	2,379.30	2,533.80
PA#4 24" Corr. Metal Pipe	52	Lin. Ft.	4.57	4.57	237.64	237.64
PA#4 12" Corr. Metal Pipe	66	Lin. Ft.	2.10	2.10	138.60	138.60
PA#4 Metal Studded T Posts	79	Each	1.0865	1.0865	85.83	85.83
PA#4 24" Corr. Metal Pipe Bands	11	Each	4.57	4.57	50.27	50.27
PA#4 12" Corr. Metal Pipe Bands	2	Each	2.10	2.10	4.20	4.20
PA#5 Credit for roadbed & slopes not finished	100%	All	27.20			- 27.20
Force Account					56,498.65	64,918.78
Force Account (Retroactive pay adj.)					405.04	465.80
					1,277,762.58	1,082,003.47

Gross Revenue	$ 1,082,003.47
Total Cost	1,277,762.58
Net Loss	$ 195,759.11

Net Loss equals 18.09% of Gross Revenue

DETAIL OF COSTS - Contract No. 4843

Labor:						
Labor					$ 417,352.65	
Labor Insurance					32,278.05	
Health and Welfare					25,662.32	
Pension					13.53	$ 475,306.55
Materials:						
12" Corr. Metal Pipe	338	Lin. Ft.	@	$2.10	709.80	
12" Corr. Metal Pipe Bands	16	Each	@	$2.10	33.60	
18" Corr. Metal Pipe	4,067	Lin. Ft.	@	$2.93	11,916.31	
18" Corr. Metal Pipe Bands	165	Each	@	$2.93	466.95	
24" Corr. Metal Pipe	1,396	Lin. Ft.	@	$4.57	6,379.72	
24" Corr. Metal Pipe Bands	71	Each	@	$4.57	324.47	
24" Corr. Metal Pipe 12 ga.	206	Lin. Ft.	@	$6.14	1,264.84	
24" Corr. Metal Pipe Bands	12	Each	@	$6.14	73.68	
30" Corr. Metal Pipe	239	Lin. Ft.	@	$5.59	1,336.01	
30" Corr. Metal Pipe Bands	12	Each	@	$5.59	67.08	
30" Corr. Metal Pipe 10 ga.	1,042	Lin. Ft.	@	$9.45	9,846.90	
30" Corr. Metal Pipe Bands	42	Each	@	$9.45	378.00	
36" Corr. Metal Pipe	144	Lin. Ft.	@	$8.94	1,287.36	
36" Corr. Metal Pipe Bands	5	Each	@	$8.94	44.70	
40" Corr. Metal Pipe	464	Lin. Ft.	@	$12.14	5,632.96	
40" Corr. Metal Pipe Bands	19	Each	@	$12.14	230.66	
72" Corr. Metal Pipe	288	Lin. Ft.	@	$23.72	6,831.36	
72" Corr. Metal Pipe Bands	11	Each	@	$47.44	521.84	
72" Struc. Plate Pipe 12 ga.	134	Lin. Ft.	@	$30.37	4,069.58	
72" Struc. Plate Pipe 10 ga.	72	Lin. Ft.	@	$35.04	2,522.78	
96" Struc. Plate Pipe 12 ga.	78	Lin. Ft.	@	$41.43	3,231.54	
14'3" Struc. Plate Pipe 7 ga.	142	Lin. Ft.	@	$85.68	12,166.56	
8" Perf. Metal Drain Pipe	33,257	Lin. Ft.	@	$1.07	35,584.99	
8" Perf. Metal Drain Pipe Bands	1,774	Each	@	$1.28	2,270.72	
12" Perf. Metal Drain Pipe	1,806	Lin. Ft.	@	$1.92	3,467.52	
12" Perf. Metal Drain Pipe Bands	91	Each	@	$1.86	169.26	
Special Backfill	3,717.5	Cu. Yd.	@	$4.50	16,728.75	
832-6-12.5 Fence	40	Rolls	@	$20.40	816.00	
12-1/2 ga. 4 pt. Barb Wire	30	Rolls	@	$11.25	337.50	
6-1/2' Stud. T Posts	800	Each	@	$0.96	768.00	
7' End Posts	4	Each	@	$5.84	23.36	
6-1/2' Pull Post Assemblies	12	Each	@	$5.75	96.00	
7' Corner Posts	4	Each	@	$8.36	34.44	
Concrete	22	Cu. Yd.	@	$24.00	528.00	
Coarse Cr. Mat'l	1,812.5	Cu. Yd.	@	$5.00	9,062.50	

Cont'd........

DETAIL OF COSTS CONT'D - Contract No. 4843

Materials Cont'd:				
3/4"-0 Aggregate	598 Cu. Yd.	@ $5.50	3,289.00	
Quarry Run Rock	857 Cu. Yd.	@ $3.85	3,299.45	
24' Metal Gate	3 Each	@ $57.28	171.84	
20' Metal Gate	1 Each	@ $51.25	51.25	
Fuel Oil			310.28	
Chokers			100.88	
Metal Studded T Posts	79 Each	@ $1.0865	85.83	146,532.27
Equipment Rentals and Miscellaneous Expenses:				
Equipment Rental, Owned			520,027.13	
Equipment Rental, Hired			5,038.60	
Gas, Oil, and Grease			54,853.33	
Bond			5,061.47	
Freight			17,496.80	
Powder and Caps			3,232.25	
P.L. and P.D. Insurance			4,630.49	
Small Tools			3,900.20	
Miscellaneous Supplies			656.55	
Home Office and General Overhead			41,026.94	655,923.76
		TOTAL COST		$1,277,762.58

Remarks - Contract No. 4843

This was a "Federal Aid Primary Project" located on the Oregon Coast Highway in Coos County. The northerly end of the project was approximately 8.8 mile southerly from the bridge over Davis Slough on the existing Oregon Coast Highway, about 6 miles southerly of Coos Bay. The southerly end of the project was approximately 400 feet westerly of the Bonneville Tower which is approximately 0.5 mile northerly of the Beaver Lookout Tower. The overall length of the project was 7.14 miles.

The work to be done under this contract consisted of the construction of 7.14 miles of highway roadbed; the construction of 0.68 mile of stone surfacing, and the performance of such additional and incidental work as called for by the plans and specifications.

The project was bid by Morrison-Knudsen Company, Inc., on December 17, 1956 and was awarded to them on December 27, 1956. Work on the project began January 15, 1957 and was completed July 30, 1959. The final estimate was dated December 4, 1959.

On January 15, 1957, the contractor began clearing using a D8 cat with dozer, a power saw, and three men. This force was increased as the season progressed until the clearing crew consisted of five D8 caterpillar tractors with clearing blades or bulldozers, and 15 or more men. This work progressed slowly due to a large number of old stumps and very wet weather which made burning difficult. The clearing was completed during the week ending August 3, 1957 except for that required later due to slides. This item shows a large loss due to an exceptionally low bid price.

As fast as the clearing crew moved out of an area, the pipe crew, consisting of five men, a 3/4 dragline, a flatbed truck and such other necessary equipment, moved in and laid the necessary pipe. This work progressed efficiently and stayed well ahead of the grading.

During the week ending June 1, 1957, the contractor began the excavating and the building of the fills. In this work he used a D8 cat with a hysterway attachment, five D8 caterpillar tractors with bulldozers, two D9 caterpillar tractors with push dozers, six Dw-21's with scrapers, three cats and #80 scrapers, three TST 24-cubic yard scrapers, a rotory ditcher, a 3/4-cubic yard dragline, two #12 power graders and such other necessary equipments. Although the material to be moved consisted of sandy clay, progress was very slow due to the excessive amount of water it contained. This wetness caused the contractor to move his equipment from one area of

Remarks - Contract No. 4843 Cont'd

work to another often. Grading continued until the week ending November 9, 1957 at which time the project shut down for the winter.

On April 29, 1958, the contractor began work on the project clearing for road approaches and burning some piles of debris left from the year before. Completing the clearing for the approach roads, he moved this crew to the slide area which had to be cleared. This was completed on May 5, 1958.

On May 6, 1958, a strike by the laborers closed the project down.

On May 19, 1958, work was again started, the contractor repairing the slides that had accurred during the winter shut down, using cats and cans mainly for this work.

While doing this work with the tractor spread, he was excavating with the rubber tired equipment. This work continued to move slowly due to wet material.

On July 16, 1958, the operation was again closed down due to a strike which did not break until August 14, 1958.

Work resumed again on August 16, 1958, the contractor using the same equipment as before. The contractor made fair progress until the fall rains started. He closed down during the week ending November 15, 1958 except for minor maintenance which was required.

There was no further work done on the project until July 9, 1959 at which time the contractor began blading the road and doing the necessary work required of him to finish his portion of the project.

Although the contractor had good equipment on the project, low bid prices, excessive water in the cut areas, and poor coordination of the equipment resulted in a loss.

M.N. Juve
Chief Cost Analysis

By

F.W. Sugnet

RECEIVED
JAN 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC - 9 1959
FOR FILING
[illegible]
[illegible]

December 8, 1959

Fidelity & Deposit Co.,
Robert B. Cumming, Manager
900 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #4843 for grading the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County was completed by the contractor, Morrison Knudsen Company, Inc., on July 30, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $25,563.61 will be released to the contractor on or after December 18, 1959. The total contract amount is $1,082.003.47, of which amount $65,384.58 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co.,
Baltimore 3
Maryland

Form E-1—(Rev.)-

F-109(4)
4843

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 25, 1959

Section Davis Slough-Beaver Lookout

Kind of work Grading

Highway Oregon Coast County Coos

Section prefix 6-1067

Contractor Morrison-Knudsen Co., Inc.

Contract number 4843

Date of contract December 27, 1956

Specified work days 300

Date work started January 15, 1957

Work days used 240

Project authorization $1,267,081.88

Exclusive of engineering $1,176,978.28

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering $1,101,635.57

Estimated per cent ~~overrun~~ or underrun . . . . 4.2 %

Per cent of contract completed, based on estimated cost . . . . %

Engineering authorization $90,103.60

Engineering cost to date $111,838.12, 124 %

Date project was completed July 30, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

Semi-Final Estimate finished this week and sent to Division Office, Friday.

NOTED
JOHN R. [illegible]

CONSTRUCTION DIVISION
RECEIVED
SEP 28 1959

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed

NOTED-- M.CE ACE ACE COE

Address North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

Form E-1—(Rev.)-

F 109(4)
4843

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 25, 1959

Section Davis Slough-Beaver Lookout

Kind of work Grading

Highway Oregon Coast County Coos

Section prefix 6-1067

Contractor Morrison-Knudsen Co., Inc.

Contract number 4843

Date of contract December 27, 1956

Specified work days 300

Date work started January 15, 1957

Work days used 240

Project authorization $1,267,081.88

Exclusive of engineering $1,176,978.28

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering $1,101,635.57

Estimated per cent ~~overrun~~ or underrun 4.2 %

Per cent of contract completed, based on estimated cost . . . . %

Engineering authorization . . . . $ 90,103.60

Engineering cost to date $111,838.12, 124 %

Date project was completed July 30, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

Semi-Final Estimate finished this week and sent to Division Office, Friday.

NOTED
JOHN R [illegible]

CONSTRUCTION DIVISION
RECEIVED
SEP 28 1959

Noted
M. N. Juve

NOTED
C. E. PAULSEN

NOTED-- M.CE ASE ACE COE

Signed

Address North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.14	0.60			
Miles partially completed	7.14	0.60			
Miles completed	7.14	0.60			
Total estimated quantities (contract)	1,764,000	2,100			
Total quantities corrected to date	1,816,550	2,410			
Estimated quantities moved or placed to date	1,816,550	2,410			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Rain		
Friday	Showers		
Saturday			

A

RECEIVED
AUG 24 1959
FOR FILING

F109(4)

4843

August 21, 1959

Mr. Robert B. Cumming, Manager
Fidelity and Deposit Company of Maryland
900 Failing Building
Portland 4, Oregon

Dear Mr. Cumming:

It is the intention of the State Highway Commission to release to Morrison Knudsen Company, Inc. a portion of the funds heretofore retained by the Commission on Contract #4843, for grading on Davis Slough-Beaver Lookout Section of Oregon Coast Highway in Coos County.

This payment, in the amount of $54,180.42, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $32,673.40. The present payment will be released on or after September 1, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3, Maryland

NOTED ON CARD
8/21/59
jmc

A

RECEIVED
AUG 4 - 1959

FOR FILING

F-109(4)

4843

August 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed July 30, 1959, on Contract No. 4843, Davis Slough-Beaver Lookout Section, Coos County, in connection with Federal Aid Project No. F-109(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

cc: Clarence G. Swenson

NOTED
V. R. JONES

NOTED
[illegible]

County of Coos

October 27, 1958

RECEIVED
OCT [illegible] 1958
ENGINEER
COUNTY & [illegible]

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Gentlemen:

#1

By this letter Coos County, by and through its County Court, authorizes the Oregon State Highway Department to reconstruct in connection with the Davis Slough Section of the Oregon Coast Highway that portion of the Davis Slough County Road shown colored in orange on the attached map.

It is understood that the reconstruction will be at no cost to the county and will include grading to a 24 foot roadbed with placing crushed rock or gravel base and wearing surface to a roadway width of approximately 20 feet.

After completion of the reconstruction of the said section of the Davis Slough County Road, the county will resume maintenance and continue jurisdiction of said section.

Very truly yours,

COOS COUNTY COURT

James W Harrison
James W. Harrison
County Judge

Fred A. Kruse
Fred A. Kruse
Commissioner

R. C. True
Commissioner

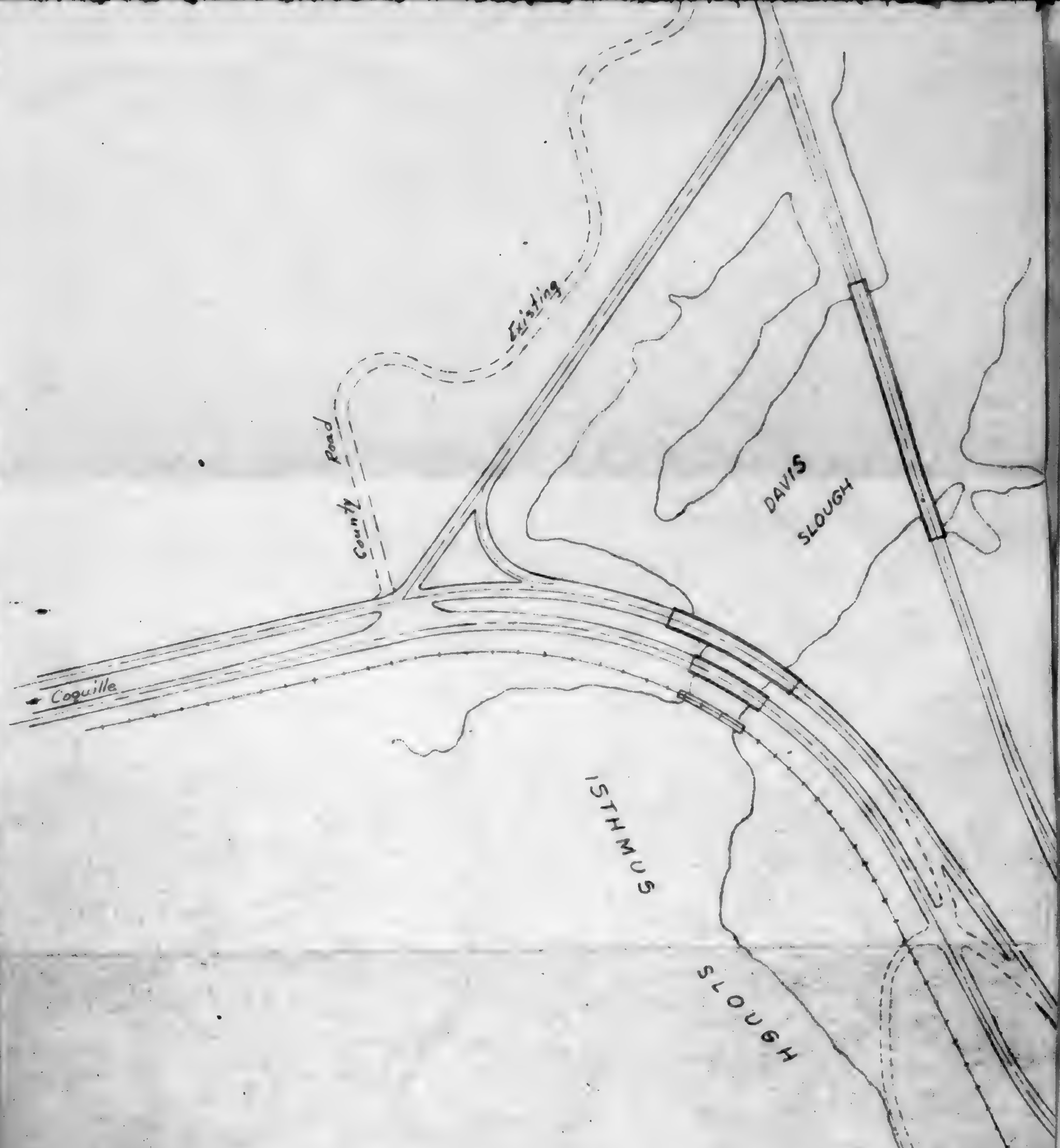
Original letter to general file
2 copies to Division 3
JDG

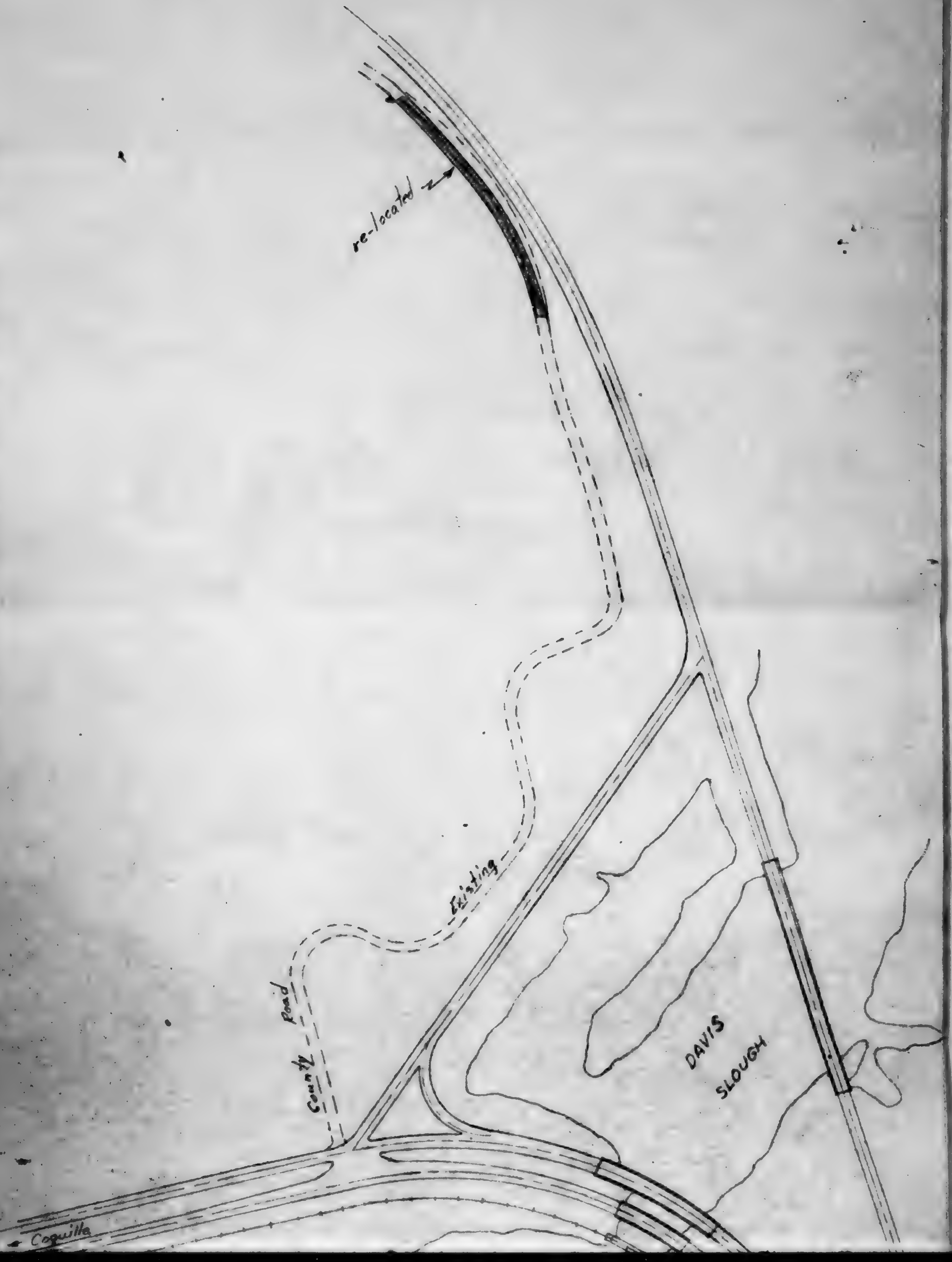
NOTED
JOHN D. GRAHAM

NOTED
C. G. SW

JWH:js
cc: County Hwy. Dept.

Enclosure


Existing
County Road
← Coquille
DAVIS SLOUGH
ISTHMUS SLOUGH
DERRICKS
RET. WALL


re-located
Existing
County Road
DAVIS SLOUGH
Coquille

RECEIVED
1958
FOR FILING

August 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 (3rd Authorization), covering additional slide removal on the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County, Contract No. 4843, in connection with Federal Aid Project No. F-109(4).

An additional slide has occurred at Station 524. This third authorization raises the total authorization to date for slide removal to $61,698.25. The amount of $125,000.00 was included in the original project authorization for slide removal.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED

[illegible]

08-35.4

4843

July 3, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-109(4), Davis Slough-Beaver Lookout Section, Oregon Coast Highway, State Contract No. 4843 - Order for State Force Work No. 233 - Furnish and install Horizontal Drains in cut slopes- Estimated total cost $25,000
Federal Funds $15,000

Dear Sir:

We are approving the use of State forces as being in the public interest under the provisions of PPM 21-6.2, on an agreed unit price basis, for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be accomplished as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Very truly yours,

NOTED
FORREST COOPER

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Orig to SHP

RECEIVED

4843

08-35.4

July 3, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-109(4), Davis Slough-Beaver Lookout Section, Oregon Coast Highway, State Contract No. 4843 - Order for State Force Work No. 233 - Furnish and install Horizontal Drains in cut slopes-Estimated total cost $25,000
Federal Funds $15,000

Dear Sir:

We are approving the use of State forces as being in the public interest under the provisions of PPM 21-6.2, on an agreed unit price basis, for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be accomplished as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Very truly yours,

NOTED
FORREST COOPER

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Orig to SHP

RECEIVED
FOR FILING

F-109(4)

4343

June 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, 2nd Authorization covering slide removal on the Davis Slough-Hoover Lookout Section of the Oregon Coast Highway in Coos County, Contract No. 4343, in connection with Federal Aid Project No. F-109(4).

Order for Extra Work No. 1 covering slide removal in the amount of $19,966.25 was approved November 4, 1957. Slides in fill and cut slopes have on the same section and other locations of the project required more work than was anticipated in the original order. The total requirement for slide removal is now estimated at $43,576.75.

It was anticipated there would be a great deal of sliding on this section and $125,000.00 was included in the Project Authorization to cover the work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.

FORM E-123X 80M 1-56

RECEIVED
JUN 9 1958
FOR FILING

NOTE:
W. C. WILLIAMS

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-109(4)

June 3, 1958

484

Mr. C. G. Polk
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Davis Slough-Beaver Lookout Section
Oregon Coast Highway
Coos Highway
Project No. F-109(3)
Final Right of Way Voucher

Dear Mr. Polk:

I have read with interest the "Statement of Items for Administrative Review" which have to do with the final right of way voucher for the above project.

Both of the items cited are either completely misunderstood, or are so misrepresented, that I wish to make the following statements:

Parcel 25897:

The citation states that under provisions of Section 5-h, PPM 21-4.1, dated December 31, 1956, the amount allowed for construction of the private road is not reimbursable. I am unable to understand how anyone can construe that said Section5-h has any bearing on the issue at hand, as it has to do with items of damage that are not considered compensable. In the instant case, we are severing the main means of ingress and egress from a farmstead. The most basic of rules in dealing for right of way is that the property owner is entitled to be made whole. We know that this can be done in a number, or a combination, of ways. In this particular case, our Construction Department and the Right of Way Department felt that this matter should be closed on a cash basis, if possible, for the reason that the connecting road is some little distance off the main right of way. The person who stated that the policy of Oregon is to construct approach roads as part of the construction, is not fully informed of the practice in this State. It is not at all a rare instance where a property owner is given a cash allowance to take care of such items.

The matter of where the approach road is to connect to the highway, is one of engineering judgment. We were instructed by our Construction Department to limit accesses in this area to those locations where it was planned to construct left-turn refuges, and such was done in this case. To construct this approach at Station 396 or 398, as suggested by your area engineer, would entail an additional access point in an area where development is potentially possible, or would have required the construction of an additional left-turn area.

The dis-allowance of the total sum providing this farm with an outlet indicates that you are willing only to participate on a basis that is under the State's appraisal. Both State's appraisals were prepared on the proposition that such an access road would be constructed.

Parcel 25980:

This file covers a negotiation of very long standing, and by simply reading the material in said file, a true perspective of the whole matter cannot be had. The State's plans for the intersection of the Davis Slough-Beaver Lookout Section with the Coast Highway will require a substantial portion of this property for right of way. It is true, a portion of this acquisition will be left, but to leave this in private ownership means that it will be the only privately-owned area between the two traffic lanes from Coos Bay on the north to Coquille on the south. There is just as much logic to acquiring this area as any area that is between traffic lanes of a divided highway, and is not actually occupied by the traveled area or shoulders.

I did not intend that this statement be in the nature of a harangue, but I have attempted to point out examples of problems that appear to be causing friction between your department and this organization.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)
cc: W. C. Williams
L. I. Lindas
S. H. Probert

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1958
FOR FILING

[illegible]

4843

May 14, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 233 covering horizontal drains on the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County, Contract No. 4843, in connection with Federal Aid Project No. F-109(4).

This work is necessary for drainage of cut slopes and slide control throughout the project. It is an anticipated item in the contract authorization. The contractor is not equipped to do this work. The State has the necessary drilling equipment operated by experienced crews. It is neither practical nor economical to contract the work as it will be necessary to place the drains as the contractor's work progresses and the need arises.

The total estimated amount of the order is $25,000 with Federal participation of $15,000. Equipment rental rates will be in accordance with the established schedule.

Your approval of this order under the provisions of PPM 21-6-3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
APR 28 1958
FOR FILING

F-109(3)

4845

April 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing three copies of final voucher in the amount of $28,530.00 with supporting documents and revised plans, sheets Nos. 2 and 11 covering the purchase of rights of way for the Davis Slough-Beaver Lookout Section, Project No. F-109(3).

This voucher shows the final cost and federal funds requested for the project exceeding the set-up of funds in the project agreement, and accordingly, it is requested the agreement be modified to conform with the revised amount.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JWN:ia

RECEIVED
OCT 11 1957
FOR FILING

F 109(4)

4843

October 9, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering restoring channel change on the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County, Contract No. 4843, in connection with Federal Aid Project No. F-109(4).

This work is necessary to open the newly constructed channel between Stations 376+50 and 384+00. After completion of the channel change a fill slide occurred closing it completely.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

Encl.

RECEIVED
OCT 10 1957
FOR FILING

[illegible]

4843

October 8, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for extra Work No. 1 covering slide correction and rebuilding fill on the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County, Contract No. 4843, in connection with Federal Aid Project No. F-109(4).

This work is necessary to rebuild a fill slide between Stations 584 and 590. It is necessary to reslope the fill on a 2:1 slope to make it hold and the additional width requires some clearing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBR:cr
Encl.

A

RECEIVED
MAR 12 1957
FOR FILING

F-119 (4
4843

March 11, 1957

Mr. C. G. [illegible]
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of February 26, 1957, requesting additional copies of letters requesting approval and breakdown of estimate of cost on Order for State Force Work covering seeding and mulching on the Davis Slough-[illegible] Lookout Section in Coos County, Contract No. 4843, Oregon Project F-119(4).

The contractor is not equipped to do this work. The State does have the necessary special equipment operated by trained crews. It can be done by State Forces much more economically than by contract, and is, therefore, in the public interest to perform the work with State Forces.

The breakdown of the estimated cost as to labor, materials and equipment rental is as follows:

Labor	$3,000.00
Materials	3,750.00
Equipment Rental	1,250.00
Total	$8,000.00

Your approval for performance of the work on force account basis under provisions of G. A. M.-300 is requested.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

DF:lw

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. Proient

08-35

February 26, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-109(4)
Davis Slough-Beaver Lookout Section
Work Order, Seeding and Mulching

Dear Sir:

Reference is made to your letter dated January 14, 1957. Before we can approve subject order, we will need the usual five copies of a letter requesting approval of the work and justification therefor and an estimate of the cost of the work with breakdown to show allocation to labor, materials and equipment rental.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
FEB 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

CPR8-2404

Form PR 2 (Revised 1950)

State Oregon

Project No. F-109(3)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of March, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of October, 1956, a program, which was approved on the 17th day of October, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 17th day of January, 1957, and the sum of thirteen thousand and 00/100 dollars ($13,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the **Highway Department** for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

~~Between~~ Acquisition of right of way between Stations 304+00 and 754+35, northeast of Bandon,

, length 8.418 miles, in Coos County,

being Oregon project No. F-109(3), ~~consisting of~~ ~~miles of roadway and~~ ~~bridges, each of more than 20 feet clear span,~~ ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) In the event that actual construction of the road on this right-of-way is not undertaken by June 30, 1962, the State Highway Department shall repay to the Commissioner the sum or sums of Federal funds paid to the Highway Department under this agreement.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirteen thousand and 00/100 dollars ($13,000.00), which does not exceed the authorized Federal pro rata share of twenty one thousand, nine hundred and 00/100 dollars ($21,900.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ____________________
Chairman, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

RECOMMENDED FOR APPROVAL:
H Nunn
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By C H Polk
District ~~XXXXXXX~~ ~~Division~~ Engineer,
Bureau of Public Roads.

March 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the Davis Slough-Beaver Lookout Section, Project No. F-109(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MNC:lmr

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Davis Slough - Beaver Lookout Section
Oregon Coast Highway
Coos County

NATURE OF WORK:

Right of Way Purchase

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

DATE OF COMPLETION:

REMARKS:

December 28, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four copies of estimate as a basis for project agreement and four sets of reduced plans for the Davis Slough-Beaver Lookout Section, Project No. F-109(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FNC:or

Oregon State Highway Department

Federal Aid
Project No. F-109(3)

DAVIS SLOUGH-BEAVER LOOKOUT SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on estimated cost of lands, damages, etc.)

Salem, Oregon, December 15, 1956

Type Code R.O.W.

Right of Way (Sta. 304+00 to Sta. 754+35)

All Required	Right of Way, Etc.	$ 20,814.00
	Subtotal	$ 20,814.00
	Acquisition Expense	1,086.00
	Total	$ 21,900.00

Length of Project 8.529 Miles

Federal Funds	$ 13,000.00
State Funds	8,900.00
	$ 21,900.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maint: Chap. 529, Laws 1939

Davis Slough-Beaver Lookout Section

Project No. F-109(3)

Highway Department Right of Way File No.	Area in Acres	Cost
25897	Parcel 1..79.0) Parcel 2...5.0) Parcel 3...0.3)	$ 8,400.00
[illegible]	169.0	11,154.00
25904	1.6	360.00
25905	7.5	900.00
	Subtotal	$ 20,814.00
	Acquisition Expense	1,086.00
	Total	$ 21,900.00

RECEIVED
FEB 27 1957

FOR FILING
F 109(4)

4843

08-35

February 26, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-109(4)
Davis Slough-Beaver Lookout Section
Work Order, Seeding and Mulching

Dear Sir:

Reference is made to your letter dated January 14, 1957. Before we can approve subject order, we will need the usual five copies of a letter requesting approval of the work and justification therefor and an estimate of the cost of the work with breakdown to show allocation to labor, materials and equipment rental.

Very truly yours,

C. G. POLK
District Engineer

NOTED
FORREST COOPER

Original to
Mr. Probert

RECEIVED
JAN 21 1957
FOR FILING

F-109 (4)

4843

January 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 15, 1957, on Contract #4843, Davis Slough-Beaver Lookout Section, in Coos County, in connection with Federal Aid Project No. F-109(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

RECEIVED
FEB 1957
FOR FILING

F-119 (4)

4843

08-35

January 17, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. & E. documents for Oregon Project F-109(3), Davis Slough-Beaver Lookout Section of the Oregon Coast Highway with the understanding that the requirements of PPM 21-4.1, paragraph 4(c) concerning estimates of cost, have been met.

Authorization to proceed with the acquisition of right-of-way was given with our October 23, 1956 letter notifying you of program approval.

Very truly yours,

C. G. POLK
District Engineer

By

E. H. COWAN
Principal Highway Engineer

NOTED
FORREST COOPER

Original to
Mr. Probst

RECEIVED
JAN 15 1957
FOR FILING

F-109(4)

4843

January 15, 1957

Morrison Knudsen Company, Inc.
603 Hoge Bldg.
Seattle 4, Washington

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4843, which was awarded to you by the State Highway Commission on December 27, 1956, for grading on the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 16 1957
FOR FILING
F-109(4)
4843

January 14, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force 224, 238 covering seeding and mulching on the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County, Contract No. 4843, in connection with Federal Aid Project No. F-109(4).

This work is necessary to control erosion and is standard practice. The contractor does not have the equipment to do this work. The State has special equipment and qualified men to do the work.

Your attention is called to the fact that the same work has recently been done by State Forces on two projects under Construction by the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
JAN 16 1957
FOR FILING

F-2(4)

4843

A

December 27, 1956

Morrison-Knudsen Co., Inc.
503 Hoge Building
Seattle, Washington

Gentlemen:

The State Highway Commission on December 17, 1956, accepted your proposal for grading on Davis Slough-Beaver Lookout Section of the relocated Oregon Coast Highway in Coos County for the sum of $962,295.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4843.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:lm

cc: R. G. Savage (SIAC)
Tom Edwards
S. H. Probert
Pac. Builder & Engineer, Inc.
2418 Third Ave., Seattle 1, Wash.
Att. Dorothy McCormack

NOTED
J. Mc C.

RECEIVED
DEC 28 1956
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
408 STATE HIGHWAY BLDG.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 27, 1956
11:10 a.m.

Morrison-Knudsen Co., Inc.
603 Hoge Building
Seattle, Washington

Contract for Davis Slough-Beaver Lookout Section of the relocated Oregon Coast Highway, Coos County, for which you submitted low bid on December 17, 1956, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files ✓

RECEIVED
DEC 28 1956
FOR FILING
OREGON DISTRICT
F-109(4)

4843

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

December 27, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-109(4), Davis Slough-Beaver Lookout Section of the Oregon Coast Highway, we hereby concur as of this date, in award of contract No. 4843 to Morrison-Knudsen Co., Inc. of Seattle, Washington, low bidder in the amount of $962,295.00 at the December 17, 1956 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
DEC 31 1956
FOR FILING

[illegible]

[illegible]

December 27, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrense as of today is requested in the award of contract for grading on the Davis Slough-Beaver Lookout Section of the relocated Oregon Coast Highway in Coos County, Project F-109(4), to Morrison-Knudson Co., Inc., of Seattle, Washington on the basis of the bid of $962,295.00 submitted on December 17, 1956.

All rights of entry required for this contract have been acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JAH:ia

RECEIVED
DEC 26 1956
FOR FILING

F.10(4)

4842

MISC. CONTRACTS and
AGREEMENTS No. 1809

Salem, Oregon
December 20, 1956

Throughway Agreement, Coos County
Davis Slough-Beaver Lookout Section
Oregon Coast Highway

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attached hereto is a conformed copy of a throughway agreement with Coos County covering the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court, Coquille, Oregon.

Secretary

rn
Attach: 1

FORM E30—80M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1956

SUBJECT: Throughway agreement, Coos County
Davis Slough-Beaver Lookout Section
Oregon Coast Highway
December, 1956

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project.

Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

John D. Graham
Office Engineer, County and City Relations

JDG:mm

Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Dec. 14, 1956

Ⓐ
2 COPIES TO BE SIGNED

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids to be opened Dec 17, 1956
Secretary

RECEIVED
DEC 21 1956
FOR FILING

F-109(4)

4843

December 20, 1956

~~County~~ Court of Coos County
Court House
Coquille, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Coos County a fully executed copy of a throughway agreement between the State Highway Commission and Coos County covering the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway in Coos County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

NOTED
Harold [illegible]

December 14, 1956

Coos County Court
Courthouse
Coquille, Oregon

NOTED
J. F. H[illegible]MANN

Gentlemen:

This is to acknowledge receipt of your letter of December 13 and the throughway agreements on the Davis Slough - Bandon Section of the Oregon Coast Highway.

Regarding your request to keep the Davis Slough Road open to traffic, the specifications covering the project state that the contractor must make adequate and thoroughly satisfactory provisions for traffic carried by public roads interfered with in any way by new construction. I am attaching a copy of a memo to the construction department regarding this matter.

Thank you for your prompt action on the above mentioned throughway agreements.

Very truly yours,

C. G. Swenson
Acting Engineer, County & City Relations

CGS:te
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Salem, Oregon
December 14, 1956

Davis Slough - Bandon Project

Mr. E. A. Pease
OFFICE

Attached is copy of letter from Coos County Court.

The matter of keeping the county road open to travel is covered in the standard specifications but it would be appreciated if you would notify your resident engineer regarding the county's request. We are cutting through this road at several points and closure of the road during construction for more than a short period of time could cause considerable inconvenience to local residents.

Clarence G. Swenson
Acting Engineer, County & City Relations

CGS:te
Att.

NOTED
J. F. HAGEMANN

NOTED
C. G. SWENSON

COOS COUNTY COURT

COQUILLE, OREGON

JAMES W. HARRISON, COUNTY JUDGE
FRED A. KRUSE, COUNTY COMMISSIONER
F. C. TRUE, COUNTY COMMISSIONER

December 13, 1956

NOTED
[illegible] C. Ayers

Mr. Clarence G. Swenson
Acting Engr., County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

We are enclosing herewith the agreement in regard to the Davis Slough-Beaver Lookout section of the proposed Oregon Coast Highway and a copy of our Court Order pertaining to the closure of said road.

The County Court would like to request, however, that the State Highway Commission keep the county road open to public local travel as much as possible during the time of construction of the new highway.

We will appreciate your cooperation in this matter.

Very truly yours,

COOS COUNTY COURT

James W Harrison
James W. Harrison
County Judge

Fred A. Kruse
Fred A. Kruse
Commissioner

F C True
F. C. True
Commissioner

NOTED
JOHN D. GRAHAM

JWH:rw
Enclosure

RECEIVED
DEC 14 1956

NOTED
C. G. SWENSON

IN THE COUNTY COURT OF THE STATE OF OREGON IN AND FOR THE COUNTY OF COOS

In the Matter of Entering Into Agreement)
with Oregon State Highway Commission for)
the Closure of the Davis Slough-Beaver)
Lookout Section of the Oregon Coast)
Highway

O R D E R

COMES NOW the matter of entering into an agreement with the Oregon State Highway Commission for the closure of the county road in construction of the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway and,

It appearing that pursuant to ORS 374.065, any county road may be closed at the point where it runs into or intersects the throughway if the consent of the County Court of the county in which the road is located is first obtained,

It appearing further that it is necessary for the Highway Commission to close Davis Slough county road at several points at the right-of-way boundary line of the throughway as described in the agreement dated the 13th of December, 1956,

IT IS THEREFORE ORDERED AND DIRECTED that the County Court enter into said agreement with the State Highway Commission granting permission to close road in the construction of the new highway as specified in said agreement.

Dated this 13th day of December, 1956.

/s/ James W. Harrison
County Judge

/s/ Fred A. Kruse
Commissioner

/s/ F. C. True
Commissioner

State of Oregon:
ss
County of Coos :
I, hereby certify that the within is a true copy of the Original record on file in my office and custody.
Dated this ___ day of DEC 13 1956, 19__

Vaughan
County Clerk

By ____________
Deputy

NOTED
Harold C. Ayers

December 11, 1956

Mr. Floyd Robb
Coos County Engineer
Coquille, Oregon

NOTED
J. P. HAGEMANN

Dear Mr. Robb:

The Highway Commission plans to call for bids on the Davis Slough-Beaver Lookout Section of the Oregon Coast Highway at its meeting December 17th and to construct this section of highway to throughway standards.

It is the plan of the Highway Commission to close Davis Slough Road at several points at the right-of-way boundary line of the throughway as shown by red lines on sheets nos. 3 and 4 of the plans attached to the agreement, and also to reconstruct road connections to the throughway. These connections are shown colored in green on the plans.

Oregon Laws Section ORS 374.065 of the throughway act reads as follows: "Any county road may be closed at the point where it runs into or intersects the throughway if the consent of the county court or board of commissioners of the county in which the road is located is first obtained."

Two copies of an agreement covering the closures and road connections are enclosed. Will you please present the agreement to the Court, and if approved, have both copies signed by the Court and attested and the seal affixed by the Clerk and return them to this office as soon as possible. After signature by the Highway Commission one fully executed copy will be returned for the County's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

Clarence G. Swenson
Acting Engr., County and City Relations

JDG:mm
Encl.

RECEIVED
DEC 11 1956
FOR FILING
OREGON DISTRICT
F-109(4)
4843

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 30, 1956

F-109 (4)

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-109(4), Davis Slough-Beaver Lookout Section of the Oregon Coast Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 10 1956
OREGON
STATE HIGHWAY COMMISSION

Mr. C. D. Harrison

NOTED
JOHN D. GRAHAM

RECEIVED
NOV 28 1956
ENGINEER

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1956

SUBJECT: Throughway Agreement
Davis Slough-Beaver Lookout Section
Oregon Coast Highway
Coos County

To: Legal Division

Attention: Mr. Robert L. May, Jr.

The State Highway Commission plans to call for bids on the subject named project at its meeting December 17, 1956. As this section of highway is to be constructed as a throughway it is requested that an agreement be prepared covering the following points:

THINGS TO BE DONE BY STATE

1. State shall obtain all necessary right-of-way by purchase or otherwise, prepare all plans, let all contracts, and supervise the construction of said project.

2. State shall reconstruct and thereafter maintain, to the throughway right-of-way boundary, connections connecting Davis Slough County Road to the throughway as shown colored in green on sheets nos. 3 and 4 of Exhibit "A."

3. State shall close Davis Slough County Road at the following locations:

   a. At a point opposite to and southerly from Highway Engineer's Survey Station approximately 397+00.

   b. At a point opposite to and northerly from Highway Engineer's Survey Station approximately 401+00.

   c. At a point opposite to and northerly from Highway Engineer's Survey Station approximately 408+50.

   d. At a point opposite to and southerly from Highway Engineer's Survey Station approximately 412+10.

   e. At a point opposite to and southerly from Highway Engineer's Survey Station approximately 415+30.

All points of closure are shown by means of red lines on sheets nos. 3 and 4 of said Exhibit "A."

THINGS TO BE DONE BY COUNTY

1. County, by execution of this agreement, does hereby consent and officially approve the plans attached hereto and marked Exhibit "A."

2. County consents to the reconstruction of those county road connections as shown colored in green on sheets nos. 3 and 4 of said Exhibit "A."

3. County consents to use by State for state highway purposes of those portions of county road shown colored in yellow on sheets nos. 3 and 4 of said Exhibit "A."

4. County agrees that no county road shall be constructed running into or intersecting the throughway without the written approval of State.

5. County consents to the closure of Davis Slough Road as described in paragraph 3 under THINGS TO BE DONE BY STATE.

Please prepare six copies of the agreement in addition to any required by the Legal Division. Copies of Exhibit "A" will be furnished by the County and City Relations Division when available.

W. W. Stiffler
Assistant State Highway Engineer

JDG:mm
Att.

cc: Tom Edwards
C. G. Swenson

Salem, Oregon
November 27, 1956

Throughway Agreement
Davis Slough-Beaver Lookout Section
Oregon Coast Highway
Coos County

Mr. Tom Edwards
OFFICE

Attached is a suggested letter to the Legal Division requesting preparation of the subject named project. Please check the agreement, and if there are no changes to be made, forward it to Mr. Stiffler for transmittal to the Legal Division.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

cc: W. W. Stiffler

[illegible]-1601 West 3rd St.-East 1st St. 1956
(Enterprise) Sec.

RECEIVED
[illegible] 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 10, 1957

38-1101			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4844	5 Final	H. J. & H. W. Miller	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23085	H193717	$ 555.26	Oct. 10, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeweske
ACCOUNTING DIVISION

Specified completion Date: **70 workdays from 3-1-57**

Time Extensions: **None**

Completion Date: **July 12, 1957**

Date Accepted: **Aug. 8, 1957**

Penalties: **None of record**

Claims: **There are claims against this project.**

Remarks:

Date: **Oct. 11, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

[illegible]
GC

NOTED ON CARD
CM

RECEIVED
SEP 18 1957
FOR FILING

Sept. 17, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4844 for grading and paving on the W. 3rd St.-E. 1st St. (Enterprise) Section of the Wallowa Lake Highway in Wallowa County was completed by the contractor, H. J. & H. W. Miller, on July 12, 1957, and was formally accepted by the Highway Commission on Aug. 8, 1957.

Final payment in the amount of $555.26 will be released to the contractor on or after Sept. 27, 1957. The total contract amount is $18,508.55, and no force account work was performed on the project.

There are claims filed against this contract, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
cc: Glens Falls Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

filed

RECEIVED
SEP 13 1957
FOR FILING
35 1601

4844

August 28, 1957

General Excavating, Oreg. Ltd.
Enterprise, Oregon

Attention: Mr. Leroy McGraw

Gentlemen:

Thank you for your letter of August 26 stating that General Excavating has been paid in full in connection with your claim against H.J. and H. W. Miller on Contract No. 4844 for work on the West Third Street-East First Street Section in the city of Enterprise.

We will advise the surety and the contractor that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
em

[illegible], Oregon
August [illegible], [illegible]

Mr. [illegible], [illegible]
Oregon State [illegible] Commission
Salem, Oregon.

Dear Sir:

This will acknowledge receipt of copy of your letter of August [illegible] addressed to [illegible] Lumber Company [illegible] [illegible] Miller.

[illegible] has been paid in full.

Very truly yours,

[illegible], Inc.

Leroy McGraw

RECEIVED
AUG [illegible]
SALEM
[illegible] COMMISSION

em

RECEIVED
SEP 13 1957
FOR FILING

32-661
4844

files

August 28, 1957

Glens Falls Insurance Company
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

A letter has been received from General Excavating, Oreg. Ltd., Enterprise, in which they write as follows:

"This will acknowledge receipt of copy of your letter of August 20 addressed to Snyder Lumber Company pertaining to Contract No. 4844 awarded to H. J. and H. W. Miller.

"General Excavating has been paid in full."

The contract mentioned above is for grading and paving the West Third Street-East First Street Section in the city of Enterprise.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

H.J. & H.W. Miller
1230 Dewey Avenue
Baker, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD
em

RECEIVED
AUG 21 1957

FOR FILING
32-1601
4844

CERTIFIED MAIL

August 20, 1957

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to H. J. & H. W. Miller in connection with Contract No. 4844 for grading and paving on the W. 3rd. St.-E. 1st St. (Enterprise) Section in Wallowa County. This payment, in the amount of $6,510.24, will be released to the contractor on or after August 30, 1957. The retained percentage is $555.26.

There are claims filed against this project, of which you have been previously notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Rodgers Ins. Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
cm

RECEIVED
AUG 20 1957
FOR FILING

4844

file

August 20, 1957

Snyder Lumber Company
Enterprise
Oregon

ATTENTION: R. H. Connolly

Dear Sir:

This is to acknowledge your letter of August 17 concerning contract #4844 awarded to H. J. & H. W. Miller for grading and paving West 3rd Street-East 1st Street in the City of Enterprise. The contract was completed July 12 and accepted by the Highway Commission August 8, 1957. Final payment has not yet been made.

Glens Falls Insurance Company, 803 Title and Trust Bldg., Portland 4, furnished the performance bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claims under the bond for a period longer than 6 months after completion and acceptance of the contract, you should file your claims with the Secretary of State.

Attached are excerpts from the Oregon Laws outlining the necessary filing procedure.

Will you please advise us of the amount and nature of the various claims.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:da
Attach.

cc: Stanley Sager Ready Mix
Enterprise
Oregon

cc: General Excavating
Enterprise, Oregon

NOTED ON CARD

Snyder Lumber Company

WALLOWA COUNTY BUILDING AND FUEL HEADQUARTERS

Enterprise, Oregon

I. E. SNYDER
Owner

August 17,1957

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re street widening project in Enterprise Oregon.
Contract # 4844.
Inasmuch as this project has been completed for some time, we are concerned as to what progress has been made toward settlement.

None of the main suppliers here, who's names follow, have received any reimbursement as yet.

Stanley Sager Ready Mix
Snyder Lumber Company
General Excavating
Stone Sand & Gravel

Considerable amount of material and labor is involved, we would be interested to hear the lowdown on this.

May we also be advised who furnished bond and when it expires.

Sincerely yours

RHConnolly

Snyder Lumber Company

c/c- Stone Sand & Gravel
General Excavating

REFERRED TO
BY SECRETARY

RECEIVED
AUG 1[illegible] 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

Jm

RECEIVED
AUG 20 1957
FOR FILING

[illegible]

4844

August 20, 1957

Stone's Sand and Gravel
P.O. Box 562
Enterprise
Oregon

ATTENTION: F. E. Stone

Dear Sir:

Contract #4844 awarded to H. J. & H. W. Miller for grading and paving West 3rd Street-East 1st Street in the City of Enterprise was completed July 12 and accepted by the Highway Commission on August 8, 1957. Final payment has not yet been made.

Glens Falls Insurance Company, 803 Title & Trust Bldg., Portland 4, furnished the bond for this contract, which bond is given to assure payment of all bills incurred in the contract, and to assure the performance of the contract.

If you wish to protect your claim for a period longer than 6 months following completion and acceptance of the contract, you should file the claim with the Secretary of State. For your convenience, we have attached excerpts from the Oregon Laws outlining this filing procedure.

If you wish for us to consider this a claim against the contract, please let us know the amount of the claim and the nature of it.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Attach.

NOTED ON CARD

ST[illegible] SAND [illegible] GRAVEL
P.O. Box [illegible] 763
Enterprise, Oregon

August 16, 1957

H. B. Glaiser
Sec. of State Highway Com.,
Salem, Ore.

Dear Sir:

In view of the fact that we supplied the ready-mix concrete to H. J. & H. W. Miller, for the "Wallowa Lake Highway and City street project, West 3rd. to East 2nd st., Enterprise, Ore. Contract # 4844" and have not received any payment on same we would like to know if final payment to Miller has been made and if so, the date of same.

We would also like to have the name and address of their Bond Co. on the job.

Sincerely,

F. E. Stone

REFERRED TO
[illegible]
BY SECRETARY
prepare reply
[illegible]

RECEIVED
[illegible]

em

RECEIVED
AUG 20 1957
FOR FILING

[illegible]

4844

August 20, 1957

Glens Falls Insurance Company
Pacific Coast Department
6th Floor Mills Tower
San Francisco, California

Gentlemen:

We have received a letter from Snyder Lumber Company advising that their Company, Stanley Sager Ready Mix, and General Excavating have claims against H. J. & H. W. Miller on contract #4844.

No amounts of these claims were given us.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

cc: Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

cc: H. J. & H. W. Miller
1230 Dewey Avenue
Baker, Oregon

NOTED ON CARD

file

RECEIVED
[illegible] 1957
FOR FILING

R. L. METCALF
CLAIM MANAGER
225 S. W. 4TH AVENUE
TELEPHONE CAPITOL 6-7344

"Old and Tried" Organized 1849
Glens Falls
INSURANCE COMPANY
Glens Falls, N.Y.

JAMES S. HURRY, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CAL.

PORTLAND 4, OREGON

4844

July 31, 1957

State of Oregon
State Highway Department
Capitol Building
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

H. J. & H. W. Miller
Contract No. 4844
Claimant - Harman's Hardware
Claimant - Ben Franklin Store

We hereby acknowledge your letters of July 25th and July 26th, 1957 with regards a broken plate glass window of the Ben Franklin Store and damage claimed by Harman's Hardware, both of Enterprise, Oregon in connection with the bond we hold on H. J. & H. W. Miller.

We have asked our Baker, Oregon representative to check into this matter for us.

Very truly yours,

R. L. Metcalf

R. L. METCALF
CLAIMS MANAGER
jf

NOTED
H. B. GLAISYER

NOTED
FLOYD QUERY

RECEIVED
AUG 1 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1957
FOR FILING

4844

file

H.J. and H.W. MILLER
Box 803
Baker, Oregon
July 30, 1957

Glenn Falls Insurance Company
6th Floor, Mills Tower
San Francisco, California

Gentlemen:-

This is to advise that the claim made by Harmon's Hardware, Enterprise, Oregon, has no bearing on Contract No. 4844, Oregon State Highway Commission.

Very truly yours,

H. J. and H. W. MILLER

H J Miller

Henry J. Miller

CC: Rodgers Ins. Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

CC: Oregon State Highway Commission
H.B. Glassyer, Secretary
Salem, Oregon

REFERRED TO
BY SECRETARY

NOTED
FLOYD QUERY

RECEIVED
AUG 5 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1957
FOR FILING

4844

file

H.J. and H.W. MILLER
Box 803
Baker, Oregon
July 30, 1957

Glenn Falls Insurance Company
6th Floor, Mills Tower
San Francisco, California

Gentlemen:-

This is to advise that the claim made by Harmon's Hardware, Enterprise, Oregon, has no bearing on Contract No. 4844, Oregon State Highway Commission.

Very truly yours,

H. J. and H. W. MILLER

H. J. Miller

Henry J. Miller

CC: Rodgers Ins. Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

CC: Oregon State Highway Commission
W.B. Glassyer, Secretary
Salem, Oregon

REFERRED TO
BY SECRETARY

NOTED
FLOYD QUERY

RECEIVED
AUG 5 1957
OREGON
STATE HIGHWAY COMMISSION

ECEIVED
JUL 29 1957
FOR FILING

July 26, 1957

Harman's Hardware
Enterprise, Oregon

Attention: Mr. Joe S. Harman

Dear Sir:

We have your letter of July 22 stating that H. J. & H. W. Miller owe you the sum of $109.22.

H. J. & H. W. Miller were awarded our Contract No. 4844 for grading and paving West 3rd Street and East 1st Street in the city of Enterprise. The contract was completed July 12, 1957 but to date has not yet been accepted by the Highway Commission.

Glens Falls Insurance Company, through Rodgers Insurance Agency, Inc., 803 Title & Trust Building, Portland 4, furnished the Performance Bond for this contract, which bond is given to assure completion of the project and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Highway Commission you should file the claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the procedure for such filing.

We are assuming that your claim is for materials or services furnished for this contract and we are, therefore, notifying the contractor and the surety that your claim has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

4844

HARMAN'S HARDWARE
Enterprise, Oregon

July 22, 57

Oregon State Highway
accounting Div:

Gentlemen:

J. H & H. W. Miller - contracting from Baker on State Higway in Enterprise Oreg. Owe us a bill of $\$109^{22}$

I would appreciate any help that you could give me in collecting this balance.

Yours truly
Joe S Harman

REFERRED TO
BY SECRETARY

RECEIVED
JUL 25 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

This information is furnished you as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

H. J. & H. W. Miller
1230 Dewey Avenue
Baker, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

RECEIVED
JUL 29 1957
FOR FILING

July 26, 1957

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

We have a letter from Harman's Hardware, Enterprise, Oregon, stating that H. J. & H. W. Miller, 1230 Dewey Ave., Baker, Oregon, owe them the sum of $109.22.

It appears that this claim is in connection with our Contract No. 4844 awarded to H. J. & H. W. Miller for grading and paving West 3rd Street-East 1st Street in the city of Enterprise.

This information is furnished you as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

H. J. & H. W. Miller
1230 Dewey Avenue
Baker, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

RECEIVED
JUL 29 1957
FOR FILING

[illegible]

4844

July 25, 1957

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

A letter has been received from Ben Franklin Store 5053, Enterprise, Oregon, signed by Mr. G. L. Shaw, advising that the Miller Construction Co. removed a sign post from in front of this store and a girl riding a bicycle fell over the sign and broke a plate glass window. The damage amounts to $126.00 plus cost of installation.

This claim apparently pertains to our Contract No.4844 awarded to H.J. & H. W. Miller for grading and paving West 3rd Street and East 1st Street in the city of Enterprise.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc H.J. & H. W. Miller
1230 Dewey Avenue
Baker, Oregon

Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

NOTED ON CARD
em

RECEIVED
JUL 29 1957
FOR FILING

July 25, 1957

Ben Franklin Store 5053
Enterprise, Oregon

Attention: Mr. O. L. Shaw

Gentlemen:

This is to acknowledge your letter of July 22 in which you state that Miller Construction Co. are responsible for breaking a plate glass window in your store, the damage amounting to $126.00 plus cost of installation.

R. J. & H. W. Miller, 1230 Dewey Avenue, Baker, Oregon, were awarded our Contract No. [illegible] for grading and paving West 3rd Street and West 1st Street in the city of Enterprise. The contract was completed July 12, 1957 but to date has not yet been accepted by the Highway Commission.

Glens Falls Insurance Company, through Rodgers Insurance Agency, Inc., 803 Title & Trust Building, Portland 4, furnished the Performance Bond for this contract, which is given to assure satisfactory completion of the contract and payment of all bills incurred in it. We are not certain that the surety for this Performance Bond will feel obligated for your claim and it may be that the claim should be directed to the contractor's surety who has provided his public liability and property damage insurance. This insurance company is not known to us. However, we will notify the contractor and Glens Falls Insurance Company that your claim has been received and we will also enter it in our records.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Highway Commission, you should file your claim with the Secretary of State. Excerpts from the Oregon Laws are attached outlining the procedure for such filing.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

cc Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
em

4844

7/22/57

REFERRED TO

BY SECRETARY

H. B. Glaisyer Sec.
State Highway Dept.
Salem, Oregon.

Dear Sir:-

During the construction and widening of streets of Enterprise one of my plate glass windows was broken.

Miller Construction Co. removed the State Highway sign post holding the Flora, Imnaha etc sign board. The post was placed in front of my store by Miller's men and a girl riding a bicycle fell over the sign and into my window - breaking same.

Miller refuses the responsibility.

Please advise as this was State property and I will take no legal action until I hear from you.

The cost of the window is $126.00 plus installation.

G. L. Shaw

NOTED ON CARD

Form E-1—10M—10-56

O GON STATE HIGHWAY DEPARTM T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 19, 19 57

Section W 3rd St.-E 1st St. (Enterprise)

Kind of work Grading and Paving

Highway Wallowa Lake & City Street

Section prefix 32-1601

Contractor H. J. & H. W. Miller

Contract number 4844

Date of contract Dec. 28, 1956, 19

Date of completion 70 WD beg. March 1, 19 57

Date work started Apr. 18, 1957, 19

Estimated date of completion July 12, 19 57

Project authorization $27,191.25

Exclusive of Engineering $25,258.65

Per cent of time elapsed 65/70 92 %

Estimated cost of completed project, exclusive of engineering $ 17,800

Estimated per cent overrun or underrun under 29 %

Per cent of contract completed, based on total contract price 75 %

Engineering authorization $1933.60

Engineering cost to date $ 2050, 105 %

Date project was completed JULY 12, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Expect to have final quantities worked and semi-final estimate ready for submission next week.

This will be the last weekly report on project.

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
JUL 22 1957

Noted
M. N. Juve

NOTED
C. E. PAUL

NOTED— CE ACE ACE CO

Signed Kenneth Berg

Address La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 89712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.19	0.19			0.19
Miles partially completed					
Miles completed	0.19	0.19			0.19
Total estimated quantities (contract)	1210	920			240
Total quantities corrected to date	620	639			207
Estimated quantities moved or placed to date	620	639			207
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers........, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 11 1957
FOR FILING

32-[illegible]1

4844

June 11, 1957

Mr. Robert V. Chrisman
City Attorney
108 West Main Street
Enterprise, Oregon

Dear Sir:

Reference is made to your letter of May 23 advising of an agreement between the City of Enterprise and the contracting firm of H. J. and E. W. Miller eliminating the work on Main Street between West Second Street and West Third Street in Enterprise.

Our contract calls for payment to the contractor based upon the quantities of the various items entering into the work and our payments to him must be made on this same basis. The elimination of this one block of work will decrease these quantities and, naturally, decrease the amount paid the contractor. We have no assurance, however, that the quantities are exactly equal in the section that is to be eliminated and in the remaining block which is to be done. Also, the total estimated amount of the City's share of $12,032.50 is only an estimated amount and will be subject to change when the final quantities are calculated.

In view of the above, we propose to pay the contracting firm for the actual work done in the block which is to be built and will adjust the refund to the City based upon the deposit and the actual payment to the contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. A. F. Parson

MR. PARSON: Please see that our estimates to the contractor are kept in line with the above.
G.S.P.

CHRISMAN & RICKER
ATTORNEYS AT LAW
CHRISMAN OFFICE BUILDING
108 WEST MAIN STREET
ENTERPRISE, OREGON

ROBERT V. CHRISMAN
LORIN M. RICKER

TELEPHONE 503

May 23, 1957

Hon. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Clarence G. Swinson, Acting Engineer
City and County Relations

Gentlemen:

Enclosed herewith please find agreement as to reduction of contract between State Highway Department and H. J. & H.W. Miller regarding the street project in Enterprise, Oregon, contract No. 4844.

I also enclose copy of resolution of City Council authorizing City to enter into the contract. You will note that this reduces the amount payable to H.J. & H. W. Miller from the portion paid by the City of Enterprise by $6,041.25 and that on final settlement the city will have returnable to said city the said sum of $6,041.25, less the pro rata proportion of any engineering expenses paid by the State for the one block eliminated. The City will pay $1,000 directly to the Millers, as per the contract.

If this is not clear, please write the undersigned.

Cordially yours,

Robert V. Chrisman
City Attorney

RVC·sc

RECEIVED
MAY 27 1957

RECEIVED
MAY 27 1957

AGREEMENT AS TO REDUCTION OF CONTRACT

THIS AGREEMENT Made and entered into this 18th day of May, 1957, by and between the CITY OF ENTERPRISE, OREGON, a municipal corporation, hereinafter called first party; and H. J. MILLER and H. W. MILLER, co-partners, doing business under the firm name and style of H. J. & H. W. MILLER, at 1230 Dewey Avenue, Baker, Oregon, hereinafter called second party; WITNESSETH:

WHEREAS The second party has entered into that certain contract and bond for highway construction, described and known as contract No. 4844 with the State Highway Commission of the State of Oregon, for the construction of 0.25 mile of road bed excavation stone base asphaltic concrete pavement type "A" monolythic curb and gutter and such additional and incidental work as is called for by the specifications and plans in said contract; and

WHEREAS The first party was to pay the sum of $12,082.50 for the City's share of the construction of two blocks not a part of the State Highway and it is desired by first paty to eliminate the construction work as to one of such blocks, being that portion of Main Street lying between W. Second Street and W. Third Street in Enterprise, Oregon, now therefore:

It is hereby agreed between first party and second party that said above described one block of said construction included in the hereinabove described contract shall be eliminated and in consideration thereof the first party shall pay to the second party the sum of One Thousand Dollars ($1, 00.00) and that the construction price to be paid under said contract shall be reduced by the sum of $6,041.25.

It is understood and agreed that the cost to the City shall by the elimination of said block of construction will be reduced by said sum of $6,041.25 but that in consideration thereof the City will pay said sum of $1,000.00 of and from the amount deposited with the State Highway Commission of Oregon to the said second party.

IN WITNESS WHEREOF First party has caused these presents to be executed by its Mayor and City Recorder and its corporate seal to be hereunto affixed, pursuant to a resolution of the City Council of the City of Enterprise, Oregon, adopted May 18, 1957 and the second party have hereunto set their hands and seals the day and year first above written.

CITY OF ENTERPRISE, OREGON

By ______________________
Mayor

By Pearl Collinsworth
City Recorder

H. J. & H. W. MILLER

By ______________________
Co-Partner

RESOLUTION
No.___

WHEREAS, It is deemed advisable to enter into an agreement, copy of which has been read by the City Council, with H. J. Miller and H. W. Miller, dba H. J. & H. W. MILLER, eliminating from the contract of the said H. J. & H. W. MILLER, with the State Highway Commission of Oregon, known as contract No. 4844, all construction between that portion of Main Street lying between W. Second Street and W. Third Street and to pay to the said H. J. & H. W. Miller, the sum of One Thousand Dollars ($1,000.00) in lieu of them being paid $6,041.25 as the pro rata proportion that otherwise would be payable for said work under said contract.

NOW, THEREFORE BE IT RESOLVED By the City of Enterprise, Oregon, acting by and through the City Council in regular session that the Mayor and City Recorder of Enterprise, Oregon, be and they are hereby authorized and directed to execute and sign the "Agreement As To Reduction of Contract" read at this time to the City Council and to affix the corporate seal of the City of Enterprise, Oregon, thereto, to accomplish the purposes hereinabove stated.

BE IT FURTHER RESOLVED That a copy of said agreement be forwarded to the State Highway Commission of Oregon, so as to authorize and direct said State Highway Commission to reduce the amounts payable to H. J. & H. W. Miller under said contract No. 4844, by $6,041.25 so that the same will become payable from the State Highway Commission to the City of Enterprise, Oregon, from the deposit heretofore made, less the proportionate share of engineering expense incurred in the engineering of said one block of proposed street widening and improvement construction.

Passed by the following vote this 13th day of May, 1957.

Ayes 4 Councilmen
Nayes None Councilmen

Mayor of Enterprise, Oregon

Attest:

Approved by the Mayor this 13th day of May, 1957.

Mayor of Enterprise, Oregon

RECEIVED
MAY 9 - 1957
FORM 530—90M—6-56—96654
FOR FILING

4841

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1957

SUBJECT: W. Third Street-E. First Street
Enterprise
Contract No. 4844

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

In accordance with your letter of May 2, Assistant Division Engineer Bickmore met with contractor Henry Miller and discussed the rock base situation on the subject named job.

I checked with him this morning and he reports that an agreement was made with Mr. Miller to take ~~any~~ 1¼" crushed material which had been produced for a Bureau contract and is stockpiled some 19 miles north of Enterprise. Instructions were that an acceptable material would have to be delivered to the job. Mr. Miller showed some concern over the amount of fines required in this material and was of the opinion that he would have to buy supplementary fines from the Stone Sand and Gravel Company who have a crusher 3 miles south of Enterprise.

You might note that, contrary to Mr. Miller's statement to both yourself and Mr. Williams, there is a crusher in the immediate vicinity and these people had contacted Mr. Miller with a view to crushing the materials for this job.

The way the situation stands at present is that Miller is to furnish specification materials in all respects except that we will waive the 1½" material in favor of the 1¼" which he has in stockpile.

To W.C.W

NOTED
FORREST COOPER

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc A. F. Parson

RECEIVED
MAY 7 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
May 2, 1957

Contract No. 4844
W. 3rd Street-E. 1st Street
Enterprise

Mr. Tom Edwards
Construction Engineer
Department

The matter of the base rock to be used on the Enterprise job was discussed with me this date by the contractor, Henry Miller, and by Earl Bickmore, Assistant Division Engineer, La Grande.

Without detailing all of the claims and counterclaims involved, I told Mr. Miller that if he would deliver rock which met the specifications in all respects (except we would waive the maximum size, which would be established at 1¼"), we would issue material receipts. It was clearly understood that the material is to be mixed before it is incorporated in the road, by means other than dumping it on the road and blade mixing in place. In short, the material delivered in the hauling materials must be acceptable.

I might add in passing that Mr. Miller professes total ignorance of any producer in the area that can furnish acceptable rock.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams
Mr. A. F. Parson

RECEIVED
MAY 10 1957

FOR FILING

FORM E-20X—80,000—10-54—79484

4844

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 6, 1957

SUBJECT: Contract No. 4844
Enterprise

NOTED
W. C. WILLIAMS

To:

Mr. Tom Edwards
Construction Engineer
Salem

Reference is made to subject contract and Mr. Cooper's letter of May 2, 1957, addressed to yourself.

Not to keep the matter boiling, we are conforming with Mr. Cooper's letter, but to keep the records clear, I wish to advise as follows:

Mr. Miller asked for permission to use his various sizes of crushed rock - the top size 1¼" - 3/4". He wanted also to blade mix the various sizes on the main street of Enterprise. We had no serious objection to the sizes , but we did object to his mixing idea.

In regard to the last sentence of Mr. Cooper's letter, Mr. Miller has a convenient memory. Mr. F. E. Stone of the Stone Sand & Gravel Company, Enterprise, advised Mr. Bickmore and Mr. Berg that he made a trip from Enterprise to Baker, before the letting, to give Mr. Miller a price for the crushed gravel. Also, Mr. Miller is reputedly buying his concrete aggregated from Stone. Mr. Miller advised Stone that he intended to use his own rock and was not interested in Stone's crushed gravel.

The matter is closed now, but I did wish to clarify our position.

A F Parson

A. F. Parson
Division Engineer

AFP:js
cc - K. L. Berg

To W.C.W.

NOTED
FORREST COOPER

[illegible] DIVISION
RECEIVED
[illegible]

RECEIVED
JAN 15 1957
FOR FILING
32-1601

4844

January 15, 1957

H. J. & H. W. Miller
1230 Dewey Ave.
Baker, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4844, which was awarded to you by the State Highway Commission on December 28, 1956, for grading and paving on West 3rd St.-East 1st St. (Enterprise) Section in Wallowa County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 16 1957
FOR FILING
32-13-1
4844

December 28, 1956

R. J. and H. W. Miller
1230 Dewey Avenue
Baker, Oregon

Gentlemen:

The State Highway Commission on December 17, 1956, accepted your proposal for grading and paving on West 3rd St.-East 1st St. (Enterprise) Section on the Wallowa Lake Highway and Main Street in Enterprise in Wallowa County for the sum of $23,970.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4844.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:lm

cc: R. G. Savage (SIAC)
Tom Edwards
S. H. Probert
Pac. Builder & Engineer, Inc.
2418 Third Avenue, Seattle 1, Wash.
Att. Dorothy McCormack

NOTED
J. Mc C.

RECEIVED
JAN [illegible] 1957
FOR FILING
32-[illegible]

4844

December 28, 1956

H. J. and H. W. Miller
1230 Dewey Avenue
Baker, Oregon

Gentlemen:

The State Highway Commission on December 17, 1956, accepted your proposal for grading and paving on West 3rd St.-East 1st St. (Enterprise) Section on the Wallowa Lake Highway and Main Street in Enterprise in Wallowa County for the sum of $23,970.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4844.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:lm

cc: R. G. Savage (SIAC)
Tom Edwards
S. H. Probert
Pac. Builder & Engineer, Inc.
2418 Third Avenue, Seattle 1, Wash.
Att. Dorothy McCormack

NOTED
J. Mc C.

RECEIVED
JAN 2 - 1957
FOR FILING

FORM E-90X—37,900—2-55—92967

OREGON STATE HIGHWAY DEPARTMENT

DEPARTMENT CORRESPONDENCE

DOMESTIC SERVICE Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 28, 1956
3:05 P. M.

H. J. and M. W. Miller
1230 Dewey Avenue
Baker, Oregon

Contract for grading and paving West 3rd St.-East 1st St. (Enterprise) Section on the Wallowa Lake Highway and Main Street, in Enterprise, Wallowa County, for which you submitted low bid on December 17, 1956, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5093-900)
Files ✓
C. W. Head

NOTED
G. S. PAXSON

RECEIVED
DEC 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 2 - 1957
FOR FILING

FORM E-90X—37,500—2-55—62967

[illegible]

4544

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1956

SUBJECT: Advance Deposit
City of Enterprise

To: Mr. C. H. Maison
OFFICE

We have received this date an advance deposit of $15,850. from the City of Enterprise. This deposit represents the City's share of the total estimated cost for constructing the W. 3rd - E. 1st St. (Enterprise) Section project.

This project is now clear for award of a contract.

John D. Graham

John D. Graham
Office Engineer, County & City Relations

JDG:te

cc: G. S. Paxson
S. H. Probert

NOTED
G. S. PAXSON

RECEIVED
DEC 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 26 1956
FOR FILING

32-1001

1544

Salem, Oregon
December 20, 1956

MISC. CONTRACTS and
AGREEMENTS No. 1807

State-City Agreement
W. 3rd-E. 1st St. (Enterprise) Section
City of Enterprise

Mr. G. D. Swenson
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Enterprise covering the construction of W. 3rd-E. 1st St. in the City of Enterprise.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Enterprise, Oregon.

Secretary

rn
Attach: 1

FORM E50—80M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1956

SUBJECT: State-City Agreement
W. 3rd-E. 1st St. (Enterprise) Section
City of Enterprise

To: Mr. G. S. Paxson
OFFICE

Attached are three executed copies of an agreement covering the subject named project. Two copies of the agreement now require the signatures of the Highway Commission and also your signature of approval.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST STATE HIGHWAY ENGINEER
Date Dec. 14, 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-27-56 Minute Page 36
H. Z. Leaing
Secretary

Ⓐ
2 COPIES TO
BE SIGNED

RECEIVED
DEC 14 1956
OFFICE OF
STATE HIGHWAY ENGINEER

A

FORM 830—80M—11-53—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1956

SUBJECT: State-City Agreement
W. 3rd-E. 1st St. (Enterprise) Section
City of Enterprise

To: Mr. G. S. Paxson
OFFICE

Attached are three executed copies of an agreement covering the subject named project. Two copies of the agreement now require the signatures of the Highway Commission and also your signature of approval.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST STATE HIGHWAY ENGINEER
Date Dec 14, 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-27-56 Minute Page 36
Secretary

Ⓐ
2 COPIES TO BE SIGNED

RECEIVED
DEC 14 1956
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
DEC 21 1956
FOR FILING

32-1601

4844

December 20, 1956

Mr. A. E. Harris, City Recorder
City Hall
Enterprise, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Enterprise covering the construction on W. 3rd-E. 1st St. in the City of Enterprise.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

9/27/56
+ 8

RECEIVED
OCT 15 1956
FOR FILING

32-1661

4841

6528

October 5, 1956

Mr. A. E. Harris
City Recorder
City of Enterprise
Enterprise, Oregon

Dear Mr. Harris:

Reference is made to your letter of August 1, 1956, directed to Mr. Harold C. Ayers of this department concerning the proposed street improvement project in your City, involving two blocks over which the Wallowa Lake Highway is routed, particularly between W. 2nd Street and River Street.

The State Highway Commission at its meeting on June 4 and 5, 1956, authorized a cooperative project with the city on the basis of an $8,000 estimate whereby the city is to bear 25 per cent of the cost and the State 75 per cent. Subsequently, it was found that the widening of the two blocks will cost about $14,275, which, on the above cooperative basis, would mean that the city's contribution would be $3,570 and the State's contribution would be $10,705.

This matter was brought to the attention of the State Highway Commission at its meeting on September 27, at which time the Engineer explained the situation and he advised the Commission that he had received information to the effect that the City would bear its proportionate share of the extra expense. He also said that the City desires to widen and resurface two additional blocks of the City's streets at a cost of $11,725, which will be paid entirely with City money. He recommended approval of the revised project. You will be pleased to know that the Commission adopted the recommendation, subject to the conditions on which the original approval was based, which is that the City will adopt an ordinance establishing parallel parking, thus eliminating existing diagonal parking, and permitting 4-lane traffic. It is my understanding that the City has already adopted such an ordinance.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:esm
cc: Mr. George Thompson
Chairman, City Council
Enterprise, Oregon

RECEIVED
SEP 21 1956

FOR FILING
22-1601

4944

4-j

September 20, 1956

Oregon State Highway Commission

Gentlemen:

At the Highway Commission meeting on June 4 and 5, 1956, the Highway Commission approved a cooperative project with the City of Enterprise for the widening of two blocks of Main Street in that city. The preliminary estimate presented to you was $8,000, of which the City was to bear 25 per cent and the State 75 per cent, making a State contribution of $6,000.

After the detailed survey was made, we find that the widening of these two blocks will cost $14,275. The City has been advised of this additional cost and have signified their willingness to proceed with the project, with a City contribution of 25 per cent of this revised estimate, or $3,570, leaving a State contribution of $10,705.

Along with this project, the City desires to widen and resurface two additional blocks of city street at an estimated cost of $11,725; this to be entirely at City expense. It is recommended that additional authority be given to proceed with this project on the revised estimates.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. C. H. Maison

GSP:fn

P

RECEIVED
SEP 13 1956
FOR FILING

[illegible]

4844

?

Salem, Oregon
September 17, 1956

Main Street widening project
in Enterprise

Mr. S. H. Probert
Office Engineer
Office

Herewith copy of a letter from Mr. Cattrall with reference to the city project in Enterprise.

We should put this project on a letting about next February so that we can be sure and get it done first thing in the spring.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.

cc Mr. J. W. Cattrall
Mr. Forrest Cooper

FORM 530—50M—2-55—62986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1956

SUBJECT: Enterprise:
Main Street Widening Project

To: Mr. Forrest Cooper
OFFICE

On September 5th I advised Mr. Neil Marrs, Mayor of Enterprise, by telephone, that the revised estimates on the proposed widening project were as follows:

Main Street Section	State Share	City Share	Total
W. 2nd Street to River (2 blocks).	$10,706.25	$ 3,568.75	$14,275
W. 3rd to W. 2nd (1 block) River to E. 1st (1 block)	--	11,725.00	11,725
TOTAL..	$10,706.25	$15,293.75	$26,000

Mr. Marrs called back on September 6th and stated that he had taken the revised estimate up with the City Council and the Council had given its ok to go ahead. He further stated that the job could hold over until early next year; however, they would like the work completed before the summer tourist traffic starts.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:mm

cc: G. S. Paxson

RECEIVED
SEP 13 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4th, 1956

SUBJECT: Enterprise

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Under date of May 14th the City of Enterprise over the signature of George Thompson, Council Chairman, advised that they were improving the lighting on Main Street and requested that the street be widened by removal of the approximately 3 feet of false sidewalk and false curb which was in place and to replace with permanent curb and gutter and asphaltic concrete pavement. Mr. Parson under date of May 22nd made an estimate of cost for two blocks, namely from West Second to River Street on Main, of $8,000.00.

Under date of August 1st, after presentation to the Commission, the City of Enterprise over the signature of A. E. Harris, City Recorder, advised of the City's concurrence in payment of 25% of the cost of this improvement and requested in addition thereto the improvement of one block easterly and one block westerly along Main Street for which they would pay the entire cost. Extending Parson's original estimate of $8,000 for the two blocks, it would appear that the City was in agreement to pay 25% of the $8,000 plus a proper like sum of $8,000 to complete the two additional blocks requested, or a total of $10,000.

A survey has been completed and a firm estimate prepared totaling $26,959. Of this the City would pay one-half for that portion not on the state highway system and 25% of that portion on the state highway system, making their total contribution approximately $16,850. In view of the great discrepancy between this figure and the expected $10,000 contribution, I would recommend that the matter again be taken up with the City of Enterprise prior to awarding. Bids are to be called on this project September 27-28 with the program showing $8,000 under 1956 minor betterment monies.

Tom Edwards
Construction Engineer

TE:AR

cc to: J. M. Cattrall

RECEIVED
SEP 6 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1956
FOR FILING

32-1601
4544

file

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29th, 1956

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I hand you herewith for approval proposed cross-section for improvement of Main Street in the city of Enterprise.

Your attention is directed to the 66-foot width which is 2 feet sub-standard for 4 lanes with parking. This is generated by the fact that sidewalks and curbs were originally constructed to this width and were later extended 3 feet into the street with a false curb constructed at that point. The City now wishes to clean up the street, improve the lighting and reset the utility poles. This fits into the plan which they proposed and I recommend your approval.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

La Grande, Oregon
August 20, 1956

SPECIAL PROVISIONS

Main Street (City of Enterprise)
Street Widening
Wallowa County

WORK TO BE DONE

The work to be done under the contract consists of the following work on Main Street in the City of Enterprise on the Wallowa Lake Highway and City Street:

1. Construction of 0.21 miles of street widening involving approximately 1,180 cubic yards of excavation.
2. Construction of 0.21 miles of stone base involving approximately 920 cubic yards of crushed materials.
3. Construction of 0.21 miles of asphaltic concrete pavement involving approximately 240 tons of asphaltic concrete.
4. Construction of 2,240 feet of Type "A" Monolithic Curb involving approximately 140 cubic yards of Class "A" Concrete.
5. Performance of such additional and incidental work as is called for by the specifications and plans.

The west end of the project is at Station 0+20, which station is on the east side of West Third Street. The East end of the project is at Station 12+75, which station is on the west side of East First Street. The overall length of the project is 0.21 miles.

CLASS OF PROJECT

City Project.

COMPLETETION TIME LIMIT

75 Working Days

CLEARING AND GRUBBING

Specifications:

Division 2, Section 1.

Removal of Existing Utilities:

The contractor will not be required to move power lines, telephone line, water mains, fire hydrants, parking meters, nor any other such items unless specified by the special provisions.

Measurement and Payment:

The pay item will be:

1. Clearing and Grubbing

REMOVING CONCRETE AND MASONRY

Work to be Done:

Under these provisions, the, contractor shall remove concrete catch pasins, pavements, curbs, walks, and driveways at the locations called for by the plans or as otherwise directed by the engineers.

Specifications:

Division 2, Section 3.

Pavement Cutting Device:

All cuts through bituminous macadam or asphaltic concrete pavements at the locations where the adjoining part of the pavement i to be left in place shall be made by means of a mechanical cutting device utilizing a revolving abrasive disk as the cutting medium.

Disposals of Materials:

On the Enterprise-Lewiston State Highway right of way at approximate Mile Point 0.9 to Mile Point 1.3. The materials will be used as embankment widening and will be finished as directed by the engineer.

Measurement and Payment:

The pay items will be:

1. Removal of Catch Basins
2. Removal of Curbs
3. Removal of Walks and Driveways
4. Removal of Pavement

EARTHWORK

Specifications:

Division 2, Section 4

Kinds of Excavation:

General Excavation, Unclassified.

Disposition of Excess Material:

Same as disposal of excess materials under "Removing Concrete and Masonry".

Measurement and Payment:

The pay item will be:

1. General Excavation, Unclassified

   (a) The price bid for the above item shall include the hauling and disposing of such material as specified.

FINISHING ROADBED AND SLOPES

Specifications:

Division 2, Section 5.

Measurement and Payment:

The pay item will be:

1. Finishing Roadbed and Slopes.

   Pay length limited between Stations 0+20 and 12+75

CONCRETE SEWERS

Specifications:

Division 2, Section 30.

Measurement and Payment:

The pay item will be:

1. 8-inch Sewer Pipe

CONCRETE CATCH BASINS

Specifications:

Division 2, Section 36.

Measurement and Payment:

The pay item will be:

1. Concrete Catch Basins

ADJUSTMENT OF MANHOLES

Specifications:

Division 2, Section 37.

Measurement and Payment:

The pay item will be:

1. Adjustment of Manholes.

CONCRETE CURBS

Type "A" Curb

Specifications:

Division 2, Section 39.

Measurement and Payment:

The pay item will be:

1. Concrete Curb and Gutters
2. 3/4" x 18" Dowel Bars in Gutters

STONE BASE AND SURFACING

Work to be Done:

Under these provisions, the contractor shall construct a stone base as called for by the plans or as designated by the engineer.

Specifications:

Division 2, Section 11.

Kinds and Sizes of Material:

Coarse Crushed Material, Bottom Course
3/4" - 0" Crushed Material, Top Course

Quality:

Standard abrasion, liquid limits, plasticity index, and fracture requirements.

Source of Materials:

By Contractor.

Measurement and Payment:

The pay items will be:

1. Coarse Crushed Material in Base
2. 3/4" - 0" Crushed Material in Base

SPRINKLING

Specifications:

Division 2, Section 12.

Measurement and Payment:

The pay item will be:

1. Sprinkling

ASPHALTIC CONCRETE PAVEMENT

Bituminous Cement:

85-100 in asphaltic concrete pavement

Specifications:

See contract #4738. Hermiston (Orchard Ave) Section

Asphaltic Concrete:

Class "B"

One Course Construction Permitted:

The contractor will be permitted to construct the asphaltic concrete pavement in one course as indicated on the plans.

Measurement and Payment:

The pay items will be:

1. Class "B" Asphaltic Concrete

La Grande, Oregon
August 20, 1956

ESTIMATE OF COST

Main Street (City of Enterprise)
Street Widening
Wallowa County

1.	Clearing and Grubbing	All	All	Lump	100.00
2.	Removal of Catch Basins	Each	3	20.00	60.00
3.	Removal of Curbs	lin. ft.	4,150	0.25	1,037.50
4.	Removal of Walks & Driveways	sq. yd.	720	0.50	360.00
5.	Removal of Pavement	sq. yd.	780	0.60	474.00
6.	General Excava., Uncl.	cu. yd.	1,190	1.00	1,190.00
7.	Finishing Roadbed & Slopes	mile	0.20	500.00	100.00
8.	8-inch Sewer Pipe	lin. ft.	24	3.00	72.00
9.	Concrete Catch Basins	Each	3	80.00	240.00
10.	Adjustment of Manholes	Each	12	50.00	600.00
11.	Concrete Curbs	cu. yd.	138	50.00	6,900.00
12.	3/4" x 18" Dowel Bars	Each	110	0.75	82.50
13.	Coarse Cr. Material in Base	cu. yd.	850	3.50	2,975.00
14.	3/4" 0" Crushed Material in Base	cu. yd.	71	4.00	284.00
15.	Sprinkling	M-gals	23	3.00	69. 00
16.	Class "B" Asphaltic Concrete	tons.	240	20.00	4,800.00
					$19,344.00
	12½% Engineering & Contingencies				2,418.00
	TOTAL				$21,762.00

RECEIVED
~~AUG~~ 15 1956
FOR FILING

FORM E-30X—50,000—10-54—79464

52-1001
4844

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1956

650.8

SUBJECT: City of Enterprise
Widening of Main Street

(0-(2) To: Mr. W. C. Williams
OFFICE

Attached are two copies of a letter from the city of Enterprise in which they indicate their approval of cooperating on the widening of Main Street as approved by the Highway Commission. They also request that we include the other two blocks at their expense.

A copy of the city's letter has been furnished to the Construction Division.

John W. Cattrall
John W. Cattrall
Engineer, County & City Relations

JWC:mm
Att.

cc: G. S. Paxson

8-15-56
Waiting for
Survey

RECEIVED
AUG 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

City of Enterprise
Enterprise, Oregon

August 1, 1956

Mr. Harold C. Ayers
Oregon State Highway Comm.
Salem, Oregon

Dear Mr. Ayres,

Enclosed find copy of ordinance relative to parallel parking, and a news story clipping from the same issue of the local newspaper.

At a special meeting of the City Council held on July 31, 1956 the following resolution was unanimously passed by the Council.

Be it resolved by the City of Enterprise, Oregon, that the State Highway Commission of Oregon be authorized and requested to call for bids for the construction of eighteen (18") inch apron type curbs and gutters of Portland cement concrete and rest of fill of asphaltic concrete as per plans of said Highway Commission for the widening of State Highway #82 between West Second Street and River Street on Main Street in Enterprise, Oregon, the City of Enterprise to pay twenty five (25%) percent of the cost thereof and the State the balance and that said call for bids include Main Street between River Street and East First Street and between West Second Street and West Third Street, for which latter two blocks the City will pay entire cost.

Until such time as your office prepares the standard form to be signed by the City, as mentioned in your conversation yesterday, we trust that this resolution will enable you to go ahead with the bid call.

Many thanks for all of your past favors.

Sincerely yours,

A. E. Harris

A. E. Harris
City Recorder

RECEIVED
AUG 3 1956
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JUN 28 1956
FOR FILING

32-1001

4844

4-N
6-4-56

June 15, 1956

Mr. George Thompson
Chairman, City Council
Enterprise, Oregon

Dear Mr. Thompson:

In your letter of May 14, 1956 directed to the State Highway Commission, attention Mr. R. H. Baldock, you advise that the City of Enterprise is engaging in a "face-lifting project" which involves improvement of certain city streets over which is routed the Wallowa Lake Highway, and you request that these streets, consisting of two blocks, be widened in conformity with the city's plans.

Your request has been investigated by the Engineering Department and the findings were reported to the Highway Commission at its meeting on June 4. The Engineer recommended at that time approval of the widening work at an estimated cost of $8,000, on the condition that the City of Enterprise will contribute 25 per cent of the cost involved, which would be approximately $2,000, and will enact necessary ordinances to establish parallel parking so as to eliminate the existing diagonal parking and permit 4-lane travel. You will be pleased to know that the Commission approved the project on such basis.

Will you please advise whether or not the City is willing that the project go forward on such basis.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

RECEIVED
JUN 13 1956
FOR FILING

FORM E30—60M—11-55—90224
32-11-01
4844

p

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1956

SUBJECT: June Agenda Item 4s.
City of Enterprise Proposed
Street Widening

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Office

NOTED
W. C. WILLIAMS

June 4-5 Commission agenda Item 4s states as follows: "Consider request of City of Enterprise for the widening of four city blocks, estimated cost $8,000".

only two on Highway Route #1

In my letter to you of May 25, 1956 I gave you an estimate of $8,000 for the widening of two blocks of Main Street from West Second Street to River Street. Will you please advise if we are to do work in addition to that outlined in my letter. If so, an additional authorization from the Commission will have to be made.

L. H. Young
L. H. Young
Ass't Construction Engineer

Young advised.
WCW.

LHY:ep

cc - Mr. J. W. Cattrall

RECEIVED
JUN 8 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1956
FOR FILING

22-1601

4844

4-8

May 29, 1956

Oregon State Highway Commission

Gentlemen:

The City of Enterprise has requested the widening of four city blocks over which the Wallowa Lake Highway is routed. The widening is minor in nature, but it does involve the removal of some temporary curbing and replacement with permanent curbing.

We have had an investigation made and have determined the estimated cost to be $8,000.

The widening would provide for a 66-foot width street between curbs, which would permit four travel lanes with parallel parking. The City now permits diagonal parking, and there are only two usable travel lanes.

I would recommend that we do the widening requested, provided the City does the following things:

1. Pay 25 per cent of the cost, which would be approximately $2,000.
2. Enact necessary ordinances to establish parallel parking, thus eliminating the existing diagonal parking.

This matter will be on the agenda for your consideration.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:mm

cc Mr. Forrest Cooper
Mr. C. H. Maison
Mr. Probert

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1956

SUBJECT: City of Enterprise
Proposed Street Widening

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Office

NOTED
W. C. WILLIAMS

Reference your assignment #6528 having to do with the request of the City of Enterprise for the widening of two blocks of Main Street from West Second Street to River Street.

This section is on the Wallowa Lake Highway, contrary to the highway route as shown on the accompanying sketch map. The 1954 ADT on this section is 4100 vehicles. Attached is a typical section with estimate of cost which shows the work of widening from a 60-foot street to a 66-foot street as per the city's request. The cost of doing this work is estimated to be $8,000. At the present time diagonal parking is permitted in these two blocks. Widening to 66-foot would allow four 11-foot lanes with parallel parking. It is also believed that the street lighting that is to be undertaken by the city will be of considerable value to the state.

If the city will contribute 25% of the widening cost in these two blocks, it is recommended that the job be approved and given high priority for early construction. Our participation in this should be contingent upon the city establishing parallel parking in these blocks.

L. H. Young
Ass't Construction Engineer

LHY:ep

Attach

RECEIVED
MAY 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—37,500—2-56—62907

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 22, 1956

SUBJECT Enterprise Street Widening

To:

Forrest Cooper
Construction Engineer
Salem

Attention: D. J. Barbee

Pursuant to your telephone request regarding the state widening street line proposed by the City of Enterprise.

We have made an investigation and find that the street widening proposed involves State Highway on Main Street between Second and River Streets only. We are enclosing a typical section showing what the city wishes to do. This would involve the tearing out of the present curbs, also the old false curb which is to be replaced by a "L" shaped curbed as shown on the typical section. This would widen Main Street from a present sixty foot width to a sixty-six foot width. The total estimated cost for these two blocks is approximately $8,000.

The placing of the asphaltic concrete is contingent on either hauling the asphaltic concrete from a commercial plant at La Grande or a possibility of having our State plant in that ficinity. We have estimated this cost at $25 per ton which may be high. However, if asphaltic concrete is not available it would be necessary to run the concrete out another foot or foot and a half more which would make the cost even greater.

The benefit to the State resulting from this improvement would be relatively small. However, if the city would go to parallel parking rather than diagonal parking we would be benefited considerable. It is therefore recommened that if the city will pass an ordinance putting in parallel parking that we pay fifty per cent of the cost of this improvement.

We have also investigated the possibility of changing catch basins but find that this will not be necessary.

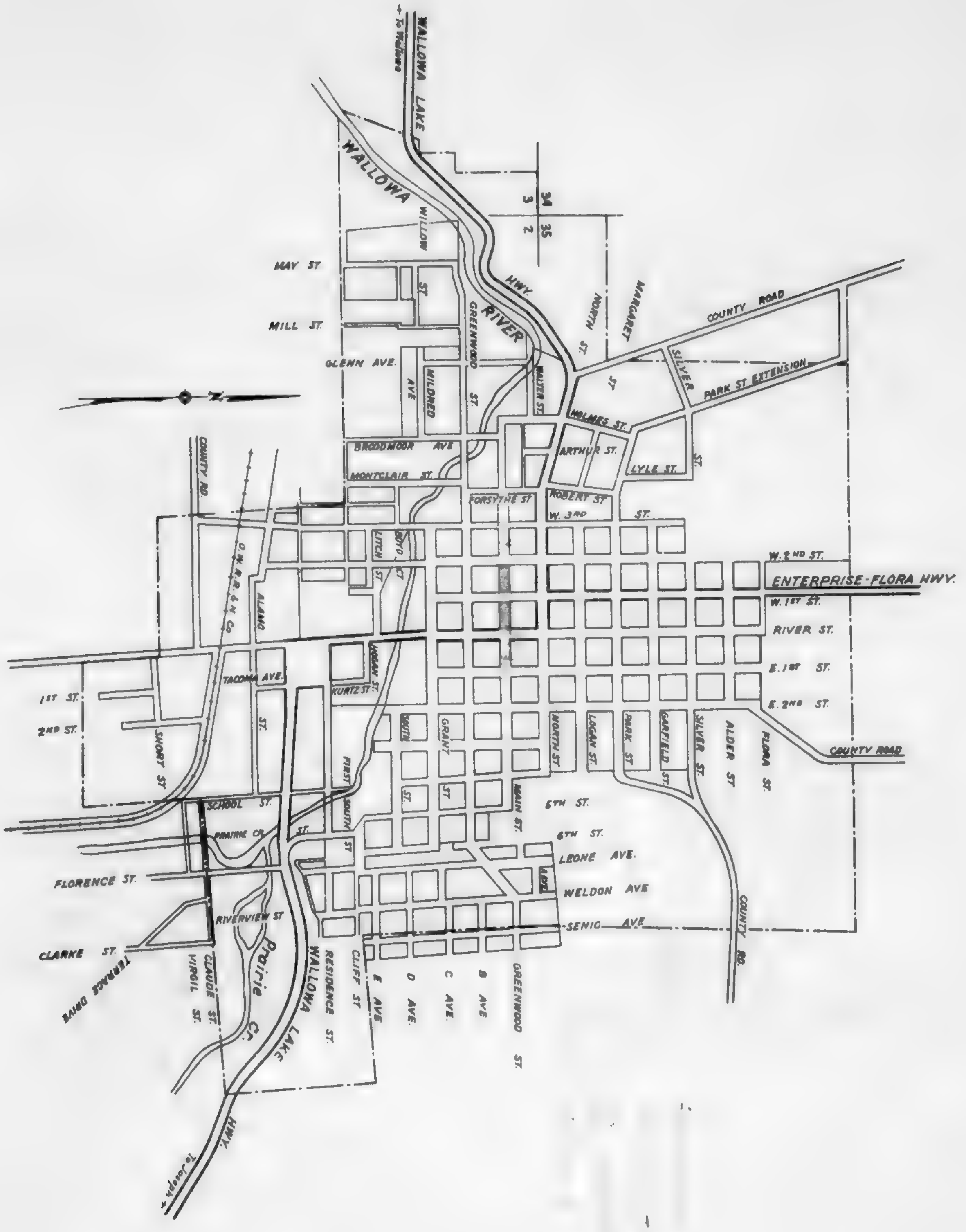
A. F. Parson
A. F. Parson by: H.C.J.
Division Engineer

RECEIVED
MAY 23 1956

AFP:gb

ENTERPRISE

Scale
0 800 1600 2400


WALLOWA LAKE HWY
To Wallowa
WALLOWA RIVER
WILLOW ST
GREENWOOD ST
MAY ST
MILL ST
GLENN AVE.
MILDRED AVE
BROOKMOOR AVE
MONTCLAIR ST.
34 35
3 2
NORTH ST
MARGARET
COUNTY ROAD
SILVER
PARK ST EXTENSION
WALTER ST
HOLMES ST
ARTHUR ST.
LYLE ST
ST.
FORSYTHE ST
ROBERT ST
W. 3RD ST.
W. 2ND ST.
ENTERPRISE-FLORA HWY.
W. 1ST ST.
RIVER ST.
E. 1ST ST.
E. 2ND ST.
COUNTY ROAD
COUNTY RD.
O.W.R.R. & N. Co.
ALAMO
LITCH ST
BOYD CT
LOGAN ST
KURTZ ST
TACOMA AVE.
ST.
1ST ST.
2ND ST.
SHORT ST
SOUTH ST
GRANT ST
NORTH ST
LOGAN ST
PARK ST
GARFIELD ST
SILVER ST
ALDER ST
FLORA ST
FIRST SOUTH
MAIN ST
5TH ST.
6TH ST.
SCHOOL ST.
PRAIRIE CR.
ST.
LEONE AVE.
WELDON AVE
SENIC AVE
FLORENCE ST.
RIVERVIEW ST
CLARKE ST.
TERRACE DRIVE
VIRGIL ST.
CLAUDE ST.
Prairie Cr.
WALLOWA LAKE HWY.
RESIDENCE ST.
CLIFF ST
E AVE
D AVE.
C AVE.
B AVE
GREENWOOD ST.
COUNTY RD.
To Joseph

Rev. 11-9-54

City of Enterprise
Enterprise, Oregon

May 14, 1956

REFERRED TO Williams,
By State Highway Engineer

NOTED
W. C. WILLIAMS

RECEIVED
MAY 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

PLEASE RETURN TO
W. C. WILLIAMS

W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

att: Mr. Baldock

Dear Sir:

The city of Enterprise, Oregon is engaging in a "face lifting project" which involves the State Highway system through the city and several adjacent streets.

We are relighting our business area (see map A) by the installation of twenty-four mercury-vapor lamps. In addition, we are installing new type incadescent lamps giving six times the present candlepower on the State Highway system streets to city limits.

The second phase of our project (see map B) is the removal of existing light and telephone poles on Main street from East first to West Third. The removal of these poles will enable us to take out the three foot false curbs which now exist on each side of Main street and restore the streets to full sixty-six feet. This, in addition to the creation of parallel parking, will add some fourteen feet to the traffic area on the State Highway system.

Our budget provides for the $48,000.00 lighting program over a twenty year amorization plan, and the removing of false curbing and repaving of the two blocks not a part of the State Highway system this year. We need your assistance on the two blocks that are part of the State Highway system. The curbs should be installed at the same time that the street isrestored, and could be handled on a cost share basis if necessary. The utility companies will complete their part of the project by July 1st of this year.

We believe this superb lighting program and the widening of these important streets is mutually important to you and to us. Your immediate consideration will be appreciated.

Very truly yours,

Geo Thompson

George Thompson, Council Chairman

gt/pc
cc/1

COMMISSIONERS
BEN F. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
P. O. BOX 898
LA GRANDE, OREGON

May 11, 1956

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Mr. W. C. Williams
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Dutch:

A delegation from the city of Enterprise has just been in my office and discussed with Engineer Parson and myself the matter of paving and installing curbs for four blocks in their city.

They advised that they have what is called "false curbs" which extend three feet into the street and it is their desire that these be removed, new curbs be installed, and these streets paved. They have been advised to submit immediately to you a diagram and a formal request. Mr. Parson has stated that whenever he receives instructions from you that his office will obtain the necessary engineering data without delay. The city has entered into an agreement for the installation of the new lighting system which work is to start on June 1, 1956 and it will be contingent upon the street changes as I have mentioned. If you will give this immediate attention with the hopes that the engineering may be completed and the report made to the Commission for the June meeting it will be appreciated.

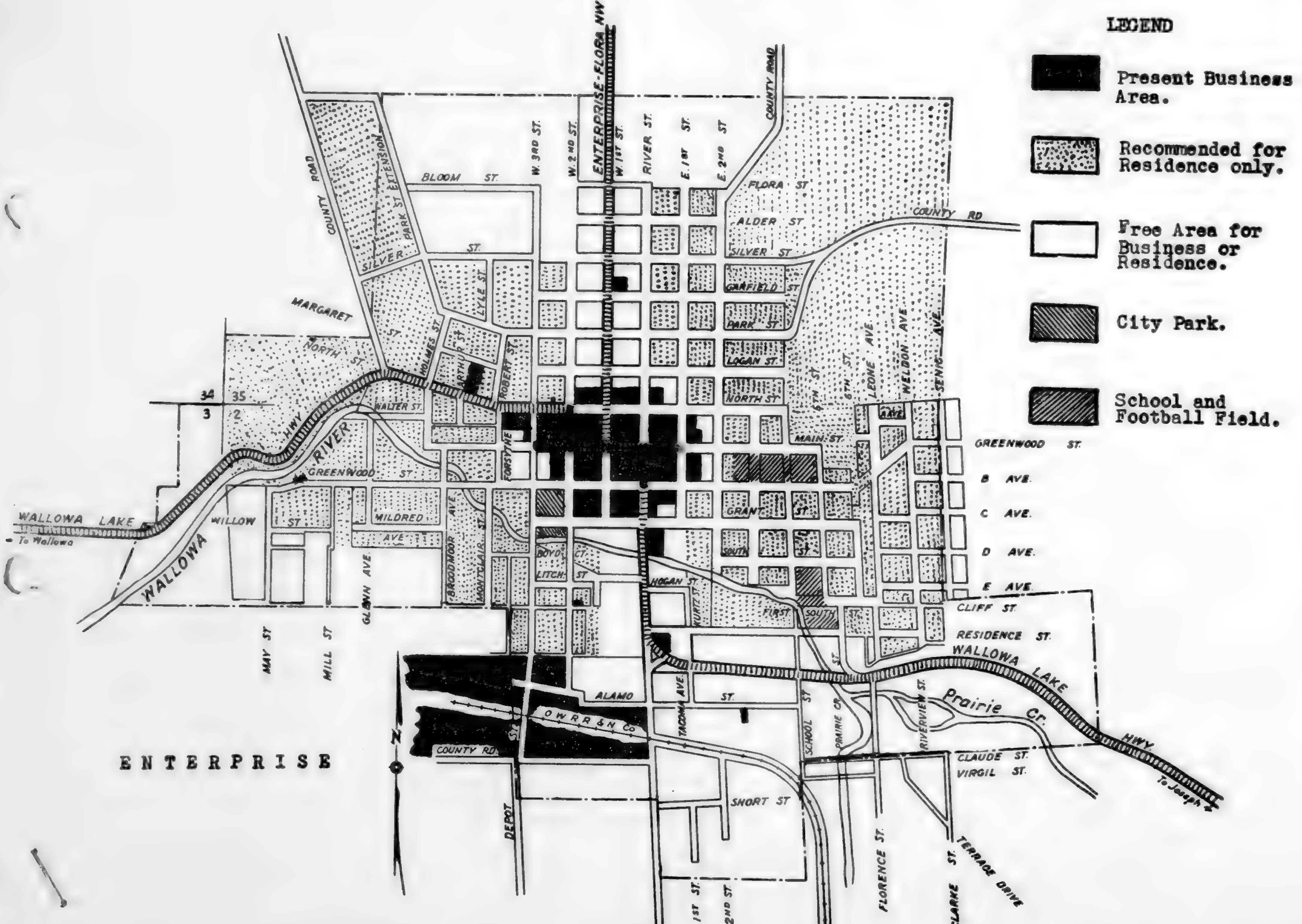
Sincerely,

Chas.

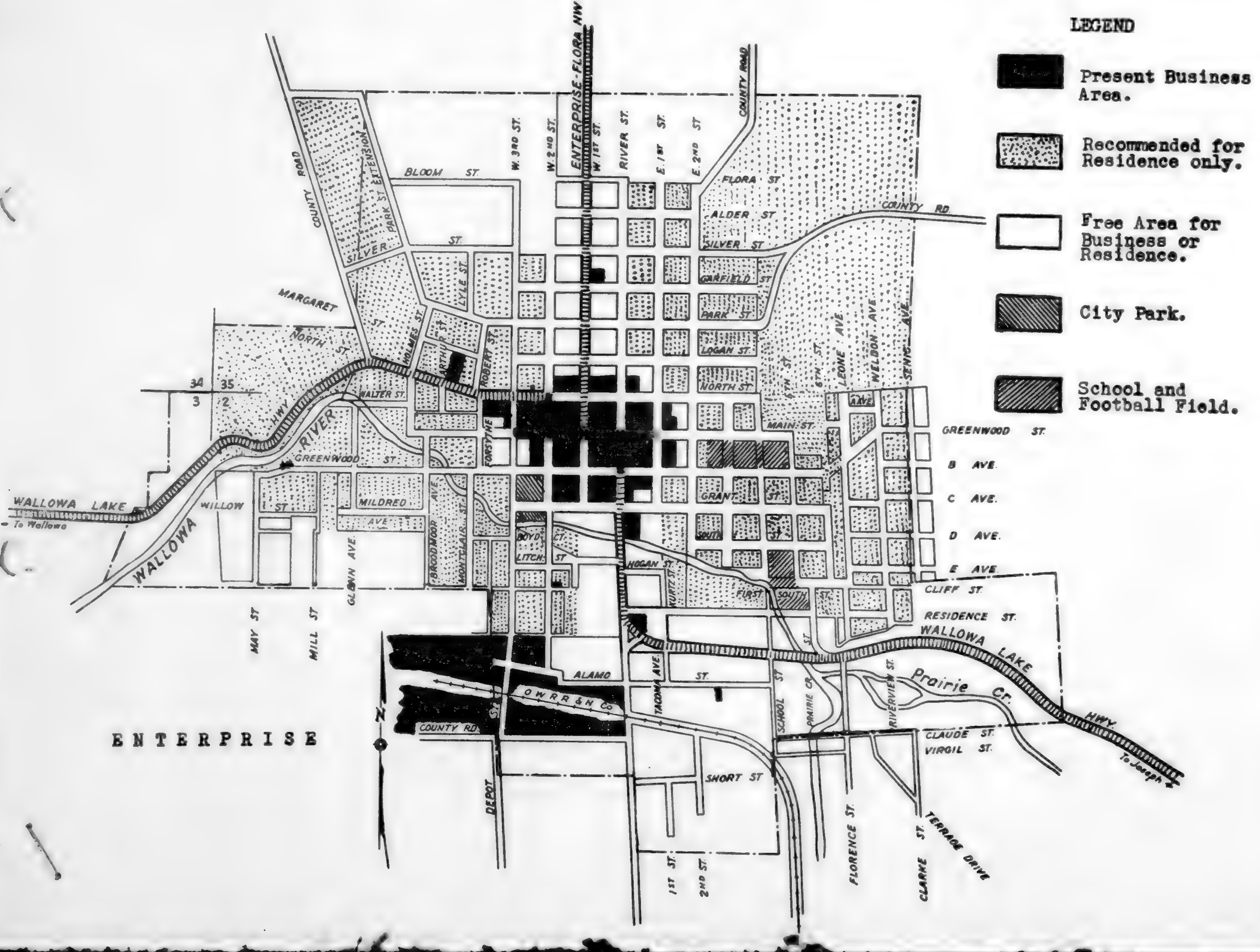
CHR/nm

RECEIVED
MAY 14 1956
OREGON
STATE HIGHWAY COMMISSION

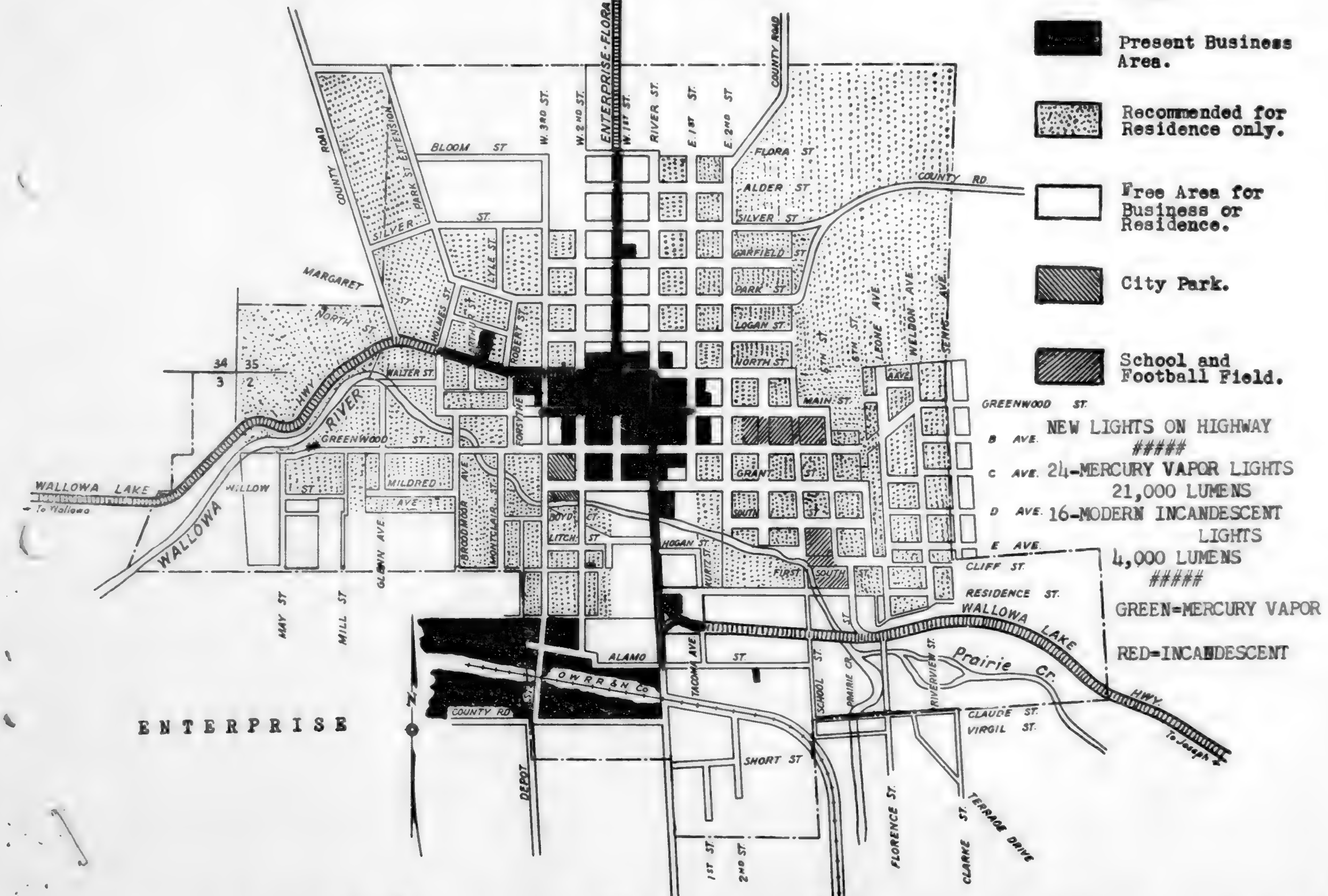
Map B.


ENTERPRISE
LEGEND
Present Business Area.
Recommended for Residence only.
Free Area for Business or Residence.
City Park.
School and Football Field.
ENTERPRISE-FLORA HWY
WALLOWA LAKE HWY
To Wallowa
To Joseph
WALLOWA RIVER
Prairie Cr.
O W R R & N Co
COUNTY ROAD
COUNTY RD
PARK ST EXTENSION
BLOOM ST
W. 3RD ST.
W. 2ND ST.
W. 1ST ST.
RIVER ST.
E. 1ST ST.
E. 2ND ST
FLORA ST
ALDER ST
SILVER ST
GARFIELD ST
PARK ST
LOGAN ST
NORTH ST
MAIN ST
GRANT ST
SOUTH ST
FIRST SOUTH ST
5TH ST
6TH ST
LEONE AVE
WELDON AVE
SENIC AVE
GREENWOOD ST
B AVE
C AVE
D AVE
E AVE
CLIFF ST
RESIDENCE ST
MARGARET ST
NORTH ST
HOLMES ST
ARTHUR ST
LYLE ST
ROBERT ST
WALTER ST
FORSYTHE
GREENWOOD ST
WILLOW ST
MILDRED AVE
BROODMOOR AVE
MONTCLAIR ST
GLENN AVE
MAY ST
MILL ST
BOYD CT
LITCH ST
HOGAN ST
KURTZ ST
ALAMO ST
TACOMA AVE
SCHOOL ST
PRAIRIE CR ST
RIVERVIEW ST
CLAUDE ST
VIRGIL ST
SHORT ST
DEPOT ST
1ST ST
2ND ST
FLORENCE ST
CLARKE ST
TERRACE DRIVE
34
35
3
2
N

Map B.


LEGEND
■ Present Business Area.
▨ Recommended for Residence only.
☐ Free Area for Business or Residence.
▨ City Park.
▨ School and Football Field.
ENTERPRISE
N
ENTERPRISE-FLORA HWY
WALLOWA LAKE HWY
To Wallowa
To Joseph
WALLOWA RIVER
Prairie Cr.
O W R R & N Co
COUNTY ROAD
COUNTY RD
SILVER PARK ST EXTENSION
BLOOM ST
MARGARET ST
NORTH ST
HOLMES ST
LYLE ST
ARTHUR ST
WALTER ST
ROBERT ST
FORSYTHE
W. 3RD ST.
W. 2ND ST.
W. 1ST ST.
RIVER ST.
E. 1ST ST.
E. 2ND ST
FLORA ST
ALDER ST
SILVER ST
GARFIELD ST
PARK ST
LOGAN ST
NORTH ST
MAIN ST
GRANT ST
SOUTH ST
5TH ST
6TH ST
LEONE AVE
WELDON AVE
SENIC AVE
GREENWOOD ST
B AVE.
C AVE.
D AVE.
E AVE.
CLIFF ST.
RESIDENCE ST.
CLAUDE ST.
VIRGIL ST.
TERRACE DRIVE
CLARKE ST.
FLORENCE ST.
RIVERVIEW ST.
PRAIRIE CR. ST
SCHOOL ST
FIRST ST
KURTZ ST
HOGAN ST
BOYD CT.
LITCH ST
TACOMA AVE.
ALAMO ST.
SHORT ST
1ST ST.
2ND ST.
DEPOT ST
COUNTY RD
BROADMOOR AVE
MONTCLAIR ST
MILDRED AVE
GLENN AVE.
GREENWOOD ST
WILLOW ST
MAY ST
MILL ST
34 35
3 2

Map - A


LEGEND
Present Business Area.
Recommended for Residence only.
Free Area for Business or Residence.
City Park.
School and Football Field.
NEW LIGHTS ON HIGHWAY
#####
24-MERCURY VAPOR LIGHTS
21,000 LUMENS
16-MODERN INCANDESCENT LIGHTS
4,000 LUMENS
#####
GREEN=MERCURY VAPOR
RED=INCANDESCENT
ENTERPRISE
ENTERPRISE-FLORA HWY
COUNTY ROAD
COUNTY RD.
BLOOM ST
W. 3RD ST.
W. 2ND ST.
W. 1ST ST.
RIVER ST.
E. 1ST ST.
E. 2ND ST
FLORA ST
ALDER ST
SILVER ST
GARFIELD ST
PARK ST
LOGAN ST
NORTH ST
MAIN ST
GRANT ST
SOUTH
FIRST
6TH ST
5TH ST
LEONE AVE
WELDON AVE
SENIC AVE
GREENWOOD ST.
B AVE.
C AVE.
D AVE.
E AVE.
CLIFF ST.
RESIDENCE ST.
WALLOWA LAKE HWY.
To Joseph
Prairie Cr.
CLAUDE ST.
VIRGIL ST.
TERRACE DRIVE
CLARKE ST.
FLORENCE ST.
RIVERVIEW ST.
PRAIRIE CR.
SCHOOL ST.
SHORT ST
1ST ST.
2ND ST.
TACOMA AVE
ALAMO
ST.
O W R R & N Co
COUNTY RD
DEPOT
N
HOGAN ST.
KURTZ ST.
BOYD CT.
LITCH ST
FORSYTHE
ROBERT ST.
LYLE ST.
ARTHUR ST.
HOLMES ST.
SILVER
PARK ST EXTENSION
MARGARET
NORTH ST
WALTER ST.
34 35
3 2
HWY
RIVER
WALLOWA
WALLOWA LAKE
To Wallowa
GREENWOOD ST.
WILLOW ST
MILDRED AVE
BROODMOOR AVE
MONTCLAIR ST.
GLENN AVE
MILL ST
MAY ST

I-78(31) Myrtle Cr.-Missouri Bottom 1957
Unit, Myrtle Cr.-Canyonville

I-78(31) Myrtle Cr.-Missouri Bottom 1957
Unit, Myrtle Cr.-Canyonville

RECEIVED
AUG 10 1959
WASHINGTON
FOR FILING

I-78(31)

4845

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4-DB

408 State Highway Building
Salem, Oregon

August 7, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The 19 day extension of time for the completion of Contract #4845 on Oregon Interstate Project I-78(31) requested in your letter of August 6, 1959 is approved.

Our approval is based on the special provisions which provide that a time extension may be granted because of delays occasioned by a change in plans. Since the slide removal involved excavation beyond the original staked cross section resulting in a revised typical section within this area, it is considered as a change in plans.

Our approval of requests for time extensions, extra work etc., must always be based on the terms of the contract, the specifications and special provisions. It would facilitate our review and substantiate your justification of these requests if in your letter of transmittal you would cite the items of the above documents under which you justify your requests and include in your justifications your reasons or the conditions which permit adjustments within the contract. In other words, definitely tie your requests to the governing provisions of the contract.

Thank you for your cooperation.

Very truly yours,

C. G. Polk
Division Engineer

Edw Porter

RECEIVED
AUG 6 - 1959

FOR FILING
I 78 (31)

4845

August 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In November of 1957, Mr. C. R. O'Neil, contractor on the Myrtle Creek-Missouri Bottom Unit of the Pacific Highway, Contract No. 4845, Oregon I-78(31) requested an increase of 25 workdays in which to complete the contract and based his reasons primarily on additional yardage due to slides which were extremely wet and difficult to handle.

Upon an analysis of the matter, it was determined that approximately 137,500 cubic yards of material had to be moved which lay beyond the lines of the neat cross section. Prorating this figure against the original amount of yardage, it was indicated that the contractor was entitled to an increase of 19 workdays to complete the project.

On December 5, 1957, the Highway Commission considered this request and granted the increase of 19 workdays. Inadvertently, we failed to request your concurrence in this extension. We are now belatedly requesting your approval of this extension of 19 workdays. Will you kindly advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

EAP:jk fn

A

RECEIVED
JUL

[illegible] 78(31)

4545

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 10, 1959

(CONTRACT NO.) (EST. NO.) (CONTRACT0R)

4845 23 A Post-final C. R. O'Neil

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

16543 H249794 $ 2,250.00 7/9/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: **150 workdays from March 1, 1957**

Time Extensions: **1 extension to 169 workdays**

Completion Date: **November 15, 1958**

Date Accepted: **January 22, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **July 10, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C. N. Head

~~Floyd Query~~

Ass't. Secretary

Warrant Mailed: JUL 13 1959

NOTED ON CARD

RECEIVED

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 10, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4845	24 post final	C. R. O'Neil	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16544	H249795	$ 4,275.00	7/9/59

454

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Allen
ACCOUNTING DIVISION

Specified completion date: **150 workdays from March 1, 1957**

Time Extensions: **1 extension to 169 workdays**

Completion Date: **November 15, 1958**

Date Accepted: **January 22, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **July 10, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Heck
~~Floyd Query~~
Asst. Secretary

Warrant Mailed: JUL 13 1959
GRM

NOTED ON CARD
LC

RECEIVED
JUL - 1 1959
FOR FILING
5-75 [illegible]

4845

June 30, 1959

Great American Insurance Company
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to C. R. O'Neil on contract #4845, for grading the Myrtle Creek-Missouri Bottom Unit of the Myrtle Creek-Canyonville Section of Pacific Highway in Douglas County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,407,722.54, including the post-final payment of $4,275.00. Of the total, $20,637.12 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Great American Insurance Company
Bond Department
320 California Street
San Francisco 26, California

cc: Great American Insurance Company
Portland Service Office
407 Failing Building
Portland 4, Oregon

RECEIVED
59

W. C. WILLIAMS

April 13, 1959

FINAL COST ANALYSIS
Grading
Contractor: C.R. O'Neil
Resident Engineer: C.C. Gall

Myrtle Creek-Missouri Bottom
Contract No. 4845

Pacific Highway
Prefix #10-1034-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	143,000.00	35,441.07	35,441.07	143,000.00
Drainage Excav., Unclass.	11,121.6	Cu.Yd.	3.00	2.63	29,248.95	33,364.80
*&**General Excav., Unclass.	1,145,780	Cu.Yd.	0.58	0.52	600,760.29	664,552.40
Truck Haul	1,469,095	Yd.Mi.	0.23	0.21	205,456.75	337,891.85
Excav. & Place Top Soil	20,800	Cu.Yd.	1.00	0.98	20,478.45	20,800.00
Finishing R.B. & Slopes	100%	All	10,000.00	9,040.07	9,040.07	10,000.00
Rounding Cutbanks	2,315	Lin.Ft.	0.20	0.18	418.55	463.00
24" Corr. Metal Pipe	52	Lin.Ft.	7.00	6.89	358.42	364.00
6" Perf.Metal Dr.Pipe, Unctd.	2,452	Lin.Ft.	2.50	2.02	4,940.26	6,130.00
12" Metal Drain Pipe	296	Lin.Ft.	3.50	2.95	874.26	1,036.00
15" Metal Drain Pipe	300	Lin.Ft.	4.00	3.91	1,084.02	1,200.00
12" Concrete Pipe	1,542	Lin.Ft.	2.30	2.29	3,537.09	3,546.60
18" Concrete Pipe	1,756	Lin.Ft.	4.50	3.93	6,908.75	7,902.00
24" Concrete Pipe	328	Lin.Ft.	5.50	6.59	2,162.63	1,804.00
30" Concrete Pipe	444	Lin.Ft.	8.00	8.08	3,591.66	3,552.00
36" Concrete Pipe	356	Lin.Ft.	10.50	9.71	3,456.86	3,738.00
12" Metal End Section, Coated	12	Each	26.00	19.79	237.55	312.00
18" Metal End Section, Coated	2	Each	37.00	43.68	87.37	74.00
Special Backfill in Drains	276	Cu.Yd.	6.00	5.22	1,439.53	1,656.00
Grouted Rock Inlets & Outlets	104.82	Cu.Yd.	100.00	108.08	11,329.00	10,482.00
36" Tide Gate	1	Each	250.00	237.43	237.43	250.00
***Type 2 Fence	1,427	Rod	4.50	4.69	6,694.85	6,421.50
14' x 48" Metal Gate	15	Each	75.00	70.36	1,055.01	1,125.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Selected Roadbed Topping	1,725	Cu. Yd.	0.90	0.81	1,403.45	1,552.50
Hauling Roadbed Topping	2,040	Yd. Mi.	0.20	0.18	368.82	408.00
Sprinkling	96	M-Gal.	3.00	2.89	277.39	288.00
PA#1 Extra Clearing & Grubbing	5.13	Acre	725.00	179.68	921.77	3,719.25
PA#2 8" Metal Drain Pipe	3,176	Lin. Ft.	2.60	2.41	5,250.18	5,657.60
PA#3 Slide Excavation	190.266.5	Cu. Yd.	0.58	0.52	99,761.33	110,354.57
PA#4 Clearing & Grubbing Gravel Bar	1.473	Acre	725.00	179.68	264.68	1,067.93
PA#5 Purchase 14' x 50" Metal Gate	1	Each	28.72	28.72	28.72	28.72
PA#5 Purchase 12" Metal End Sec.	6	Each	11.45	68.70	68.70	68.70
Force Account					18,016.41	20,637.12
					1,175,200.27	1,403,447.54

Gross Revenue	$ 1,403,447.54
Total Cost	1,175,200.27
Net Profit	$ 228,277.27

Net Profit equals 16.2% of Gross Revenue

* Work done in part by Gibson and Roberts
** Work done in part by Hampson and Meyers
*** Work done in part by Ingram

DETAIL OF COST - CONTRACT #4845
C. R. O'Neil

Labor:					
Labor				$ 411,977.64	
Labor Insurance				25,515.90	
Health and Welfare				11,670.36	$ 449,163.90
Materials:					
24" Corr. Metal Pipe	52 Lin. Ft.	@	$4.57	137.64	
24" Corr. Metal Pipe Band	1 Each	@	$4.57	4.57	
6" Perf. Metal Dr. Pipe, Unctd.	2,452 Lin. Ft.	@	$0.82	2,010.64	
6" Perf. Metal Dr. Pipe Band	126 Each	@	$1.02	128.52	
12" Metal Drain Pipe	296 Lin. Ft.	@	$2.10	621.60	
12" Metal Drain Pipe Bands	12 Each	@	$2.10	25.20	
15" Metal Drain Pipe	300 Lin. Ft.	@	$2.51	753.00	
15" Metal Drain Pipe Bands	12 Each	@	$2.51	30.12	
90° 6" Elbow	1 Each	@	$6.95	6.95	
12" Concrete Pipe	1,542 Lin. Ft.	@	$1.27	1,958.34	
18" Concrete Pipe	1,756 Lin. Ft.	@	$2.54	4,460.24	
24" Concrete Pipe	328 Lin. Ft.	@	$3.755	1,231.74	
30" Concrete Pipe	444 Lin. Ft.	@	$5.06	2,395.88	
12" Metal End Section, Ctd.	18 Each	@	$11.45	206.10	
18" Metal End Section, Ctd.	2 Each	@	$19.10	38.20	
Special Backfill Mat'l	276 Cu. Yd.	@	$3.01	650.16	
Redi-mix Concrete	37 Cu. Yd.	@	$21.82	807.30	
Sacked Cement	72 Sacks	@	$1.518	109.30	
36" Tide Gate	1 Each	@	$176.46	176.46	
Barb Wire	68 Rolls	@	$8.20	557.60	
Barb Wire	3 Rolls	@	$10.33	30.99	
Field Fence	77 Rolls	@	$18.45	1,420.65	
Field Fence	5 Rolls	@	$18.95	94.75	
6-1/2' Stud Tee Posts	1,200 Each	@	$0.932	1,025.20	
6-1/2' Stud Tee Posts	171 Each	@	$0.96	164.16	
6-1/2' Brace Posts	16 Each	@	$5.75	92.00	
7' End Posts	43 Each	@	$5.66	243.38	
7' End Posts	3 Each	@	$5.51	16.53	
7' Corner Posts	26 Each	@	$8.10	210.60	
14' x 48" Metal Gates	15 Each	@	$28.72	430.80	
8" Metal Drain Pipe	2,176 Lin. Ft.	@	$1.54	3,351.04	
8" Metal Bands	93 Each	@	$1.54	143.22	
14' x 50" Metal Gate	1 Each	@	$28.72	28.72	
Iron Pens			32.00	32.00	
Redi-mix	4 Cu. Yd.	@	$17.50	70.00	
Form Lumber				39.98	
Steel				24.69	
Miscellaneous				4.52	25,797.43

Cont'd. on second sheet

Detail of Cost - Contract # 4845 Cont'd/

Equipment Rentals and Miscellaneous Expenses :

Equipment Rental, Owned	$ 476.686.21	
Equipment Rental, Hired	13,766.93	
Gas, Oil, and Grease	64,708.21	
Bond	6,596.33	
P.L. and P.D. Insurance	5,149.72	
Powder and Caps	58,079.87	
Small Tools	2,867.60	
Telephone and Telegraph	1,789.64	
P. .C. Fees and Licences	869.82	
Field Office Rent	1,593.44	
Freight	1,303.25	
Electricity	652.36	
Home Office and General Overhead	16,806.34	650,869.72
Paid Gibson and Roberts	20,000.00	
Paid Hampson and Meyers	27,447.16	
Paid Ingram	1,740.06	49,187.22
TOTAL		$ 1,175,200.27

Remarks - Contract #4845

This was a "Federal Aid Interstate Project" located on the Pacific Highway in Douglas County. The northerly end of the project was approximately 0.23 mile northwesterly of the westerly end of the Myrtle Creek Bridge at the northerly city limits of Myrtle Creek. The southerly end of the project was on the northerly bank of the South Umpqua River approximately 1300-feet westerly of the railroad bridge. The overall length of the project was 2.91 miles. The net length of the grading was 2.83 miles.

The work to be done under this contract consisted of the construction of 2.83 miles of main highway roadbed with frontage and connecting roads; the construction of 0.76 miles of selected roadbed topping; and the performance of such additional and incidental work as called for by the plans and specifications.

The project was bid by C. R. O'Neil on December 17, 1956 and was awarded to him on January 16, 1957.

The contractor began work on the project on January 21, 1957; completed the work on November 15, 1958, and the post final estimate was dated January 28, 1959.

On January 21, 1957, the contractor moved in his clearing crew and began work on the project. To accomplish this work he used two D-8 caterpillar tractors with clearing blades, one D-7 caterpillar tractor with a bulldozer blade, and one 3/4-cubic yard dragline with a clearing rake attached. The clearing crew varied in number from five to twenty men. This work was completed during the week ending April 6, 1957 except for that which was required later due to slides.

On March 28, 1957, the contractor started grading using a 2-1/2-cubic yard shovel, one Euclid 18-cubic yard end dump truck, and a D-8 caterpillar with bulldozer. As weather conditions improved and the working area become larger and the haul longer, the contractor increased his working equipment to two DW-21's, six D-8 Caterpillars with bulldozers, one 2-1/2-cubic yard shovel, one 3/4-cubic yard shovel, four Euclid 18-cubic yard end dump drucks, two DW-20 scrapers, a 600 compressor, a 500 c.f.m. compressor, one air track drill, one wagon drill, a caterpillar mounted Joy drill, two motor graders, and other necessary equipment. Although the hauling of the material was hampered somewhat by one way traffic over a structure, good progress was made.

During the week ending November 15, 1957, the contractor completed practically all the work that could be done with the scrapers and the project became a truck and shovel show.

Remarks - Contract # 4845 Cont'd

On December 20, 1957 the contractor closed the project down but returned to work January 6, 1958. As practically all the material left to be excavated had to be drilled and shot, the contractor used a 2-1/2-cubic yard shovel and four Euclid trucks in this work. Good progress was made except when indecent weather and strikes shut the project down. The grading was completed during the week ending June 21, 1958.

On May 19, 1958, the contractor began placing top soil using a 2-1/2-cubic yard shovel to load with a DW-21 scraper, two DW-20 scrapers, two 8-cubic yard hired trucks to haul, and a D-8 dozer and #12 blade for spreading and shaping. This work was completed during the week ending July 11, 1958.

This work completed the project except for the clean-up necessary. This work, after being held up by a strike for seven weeks, was completed on November 15, 1958.

The contractor having excellent bid prices, good equipment, supervision, and plan of operation made an excellent profit.

M.N. Juve
Chief Cost Analyst

By

F.W. Sugnet

2-1

RECEIVED
MAY 21 1959
FOR FILING

4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 11, 1959
Roseburg

RECEIVED
MAR 1 2 1959
LEGAL DEPT.

SUBJECT: L-2699 R-21030
Ora Weaver Carter
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

AGENDA
APR 1 6 1959
2 l

To:

Leonard I. Lindas
Chief Counsel
State Highway Building
Salem, Oregon

You will recall that one of the terms of the option agreement from Harlan B. and Ora Weaver Carter is that the Commission agreed to split the payment so that 25% would be paid prior to December 31, 1957, and that the balance would be paid prior to March 1, 1958. Somewhere along the line this arrangement was lost in the shuffle and the State failed to perform. This matter was promptly brought to our attention by Mr. Carter who submitted a statement from the Hockett Tax Service stating that his estimated loss for the tax year would be in the amount of $281. At this juncture we advised Mr. Carter that the Commission could not pay on an estimated basis and requested that he defer presentation of his claim until such time as his taxes for the year 1958 were actually computated. He has done this as evidenced by the attached statements signed by H. K. Hockett which indicate that the actual loss amounts to $157.13. I believe that we are obligated to recognize this claim and submit it to you for processing.

Laurence A. Holt
Laurence A. Holt
Right of Way Supervisor

LAH/ce

Leonard -
Believe John Mc played
with this for awhile —

CCR

R. P. HOCKETT

H. K. HOCKETT

Hockett Tax Service

TAX CONSULTANTS
ACCOUNTING
211 DOUGLAS STATE BANK BLDG. - PH. OR3-7534
ROSEBURG, OREGON

Harlan B and Ora W. Carter
444 W. Military Ave.
Roseburg, Ore.

L-2699 R-21030
Ora Weaver Carter
Myrtle Creek-Canyonville Section
Pacific Highway-Douglas County

Tax returns for 1957 and 1958 **requested by State of Oregon:**

State of Oregon 1958 - Tax return

	Cost	Sale to State	Gain	
Severance	4200.00 5446.00 9646.00	13731.00	4085.00	
Other net income			2269.87	
Adjusted gross income line 9-Page 1			6354.87	
Tax with 2 exemptions-			240.00	240.00

If payment in 1957- 25% Less - 4085.00
1021.25
3063.75

Plus additional net income 2269.87

Adjusted gross income line 9-Page 1 5333.62

Tax with 2 exemptions 172.00 172.00

Additional State Tax............................. 68.00

No tax on 25% if reported in 1957.

Extra tax as reported- Fed. 89.13
State 68.00

Total............. 157.13

HKHockett

R. P. HOCKETT

H. K. HOCKETT

Hockett Tax Service

TAX CONSULTANTS
ACCOUNTING
• 211 DOUGLAS STATE BANK BLDG. • PH. 673-7534
ROSEBURG, OREGON

L-2699 R-21030
Ora Weaver Carter
Myrtle Creek-Canyonville Section
Pacific Highway-Douglas County

Harlan R and Ora W. Carter
444 W. Military Ave.
Roseburg, Ore.

1957 & 1958 Income tax report for Capital gains - State of Oregon adjustment

1958 Federal tax return(1040)

Schedule D:	Cost	Sale Price	Gain	
14 acres to State	4200.00			
Severance	5446.00			
	9646.00	13731.00	4085.00	
50% Taxable			2041.25	
Other income(net)			2981.69	
Adjusted gross income Page 1 Line 11			5022.94	
Tax with four exemptions				424.13

If 25% paid in 1957-

Taxable amount ¼ less of Sch. D or	1530.94	
Plus other taxable income	2981.69	
Adjusted gross income............	4512.63	
Tax with four exemptions		335.00
Extra tax to taxpayer		89.13

No tax on 25% if reported in 1957.

H K Hockett

RECEIVED
1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

February 11, 1959

I-99(21)			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4845	23 final	C. R. O'Neil	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2687	H235883	$ 39,870.90	2/11/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: 150 workdays from 3-1-57

Time Extensions: Extended to 169 workdays

Completion Date: Nov. 15, 1958

Date Accepted: Jan. 22, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: Feb. 13, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

~~H. B. Glaisyer~~
~~xxxxxxxxxxxxxx~~
C. W. Head
C. W. Head
Ass't. Secretary

Warrant Mailed:
FEB 13 1959
JC

NOTED ON CARD
om

A

RECEIVED
3 2 1959
FOR FILING

I 78(31)

4845

Feb. 2, 1959

CERTIFIED MAIL

Great American Indemnity Co.
320 California St.
San Francisco, Calif.

Gentlemen:

You are hereby notified that a post-final payment will be made to C. R. O'Neil on Contract No. 4845, for grading on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,403,447.54, including the post-final payment of $2,250.00. Of the total, $20,637.12 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

NOTED ON CARD
em

RECEIVED
JAN 3 1959
FOR FILING
I 71(2)

4845

January 26, 1959

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Mr. O'Neil:

Reference is made to your recent telephone call relative to a charge of $2,250 for liquidated damages on the Myrtle Creek-Missouri Bottom Section, Contract 4845.

A review of the matter indicates we are in error in making this damage assessment. A post final voucher will be prepared and payment for this amount will be forwarded to you in the near future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

A

Jan. 23, 1959

CERTIFIED MAIL

Great American Indemnity Co.
320 California St.
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4845, for grading on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, was completed by the contractor, C. R. O'Neil, on Nov. 15, 1958, and was formally accepted by the Highway Commission on Jan. 22, 1959.

Final payment in the amount of $39,870.90 will be released to the contractor on or after Feb. 2, 1959. The total contract amount is $1,401,197.54, of which amount $20,637.12 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Great American Indemnity Co.
Wells Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

A

RECEIVED
JAN 23 1959
FOR FILING

I-78(31)

4845

January 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 21, 1957, on Contract No. 4845, Myrtle Creek-Missouri Bottom Section, in Douglas County, in connection with Federal Aid Project No. [I-78(31)] I-5-2(4)103.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

RECEIVED
DEC 24 1958
FOR FILING

[illegible]

4845

Dec. 23, 1958

CERTIFIED MAIL

Great American Indemnity Co.
320 California St.
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. R. O'Neil in connection with Contract No. 4845, for grading on the Myrtle Creek-Missouri Bottom Unit, ~~Myrtle~~ Creek-Canyonville Section of the Pacific Highway in Douglas County.

This payment, in the amount of $84,722.27, will be released to the contractor on or after Jan. 2, 1959. The retained percentage is $42,102.89.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1-

I-78(31)
4845

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 6th, 1958

Section Myrtle Creek-Missouri Bottom Unit Myrtle Creek - Canyonville Sect.

Kind of work Grading

Highway Pacific County Douglas

Section prefix 10-1034

Contractor C. R. O'Neil

Contract number 4845

Date of contract Jan. 16, 1957, 19

Specified work days 169

Date work started Jan. 21, 1957, 19

Work days used 168

Project authorization . . . . . $ 1,552,834.76

Exclusive of engineering . . . . . $ 1,442,410.37

Per cent of time elapsed 99.4 %

Estimated cost of completed project, exclusive of engineering . . . . . . $ 1,422,954.73

Estimated per cent ~~overrun~~ or underrun . . . . . 1.35 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $ 110,423.37

Engineering cost to date $ 90,033.00, 82 %

Date project was completed Nov. 15, 1958, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-fibal estimate has been completed and will be submitted on the 10th.

CONSTRUCTION DIVISION
RECEIVED
DEC 8 1958
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE SOE

Noted
M. N. Juve

NOTED
C. E. PAULS

Signed C C Hall

Address Box 466, Myrtle Creek

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.88	0.8			
Miles partially completed	All	All			
Miles completed	"	"			
Total estimated quantities (contract)	1,192,000	2,600			
Total quantities corrected to date	1,336,093	1,725			
Estimated quantities moved or placed to date	All	All			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fog AM fair PM		
Monday	cloudy		
Tuesday	pt cloudy		
Wednesday	" "		
Thursday	" "		
Friday	" "		
Saturday	cloudy		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.88	0.8			
Miles partially completed	All	All			
Miles completed	"	"			
Total estimated quantities (contract)	1,192,000	2,600			
Total quantities corrected to date	1,336,093	1,725			
Estimated quantities moved or placed to date	All	All			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fog AM fair PM		
Monday	cloudy		
Tuesday	pt cloudy		
Wednesday	" "		
Thursday	" "		
Friday	" "		
Saturday	cloudy		

RECEIVED
NOV 24 1958
FOR FILING

I-78(31)

4845

November 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 15, 1958, on Contract No. 4845, Myrtle Creek-Mission Bottom Unit, Myrtle Creek-Canyonville Section, in Douglas County, in connection with Federal Aid Project No. I-5-2(4)103 [I-78(31)].

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

cc: Clarence G. Swenson

Form E-329—5M—(Rev.) 9-56

RECEIVED
NOV 20 1958
FOR FILING

J-78(31)

4845

OREGON STATE HIGHWAY DEPARTMENT

Notification of Commencement and Completion Dates for Contract Projects

Section Myrtle Creek - Missouri Bottom Unit Myrtle Creek - Canyonville Section

Contract No. 4845 T-5-2(4)103

Kind of Work Grading

F. A. Project No. I - 78 (31)

Highway Pacific

Date of Award of Contract Jan. 16th, 1957

County Douglas

Specified Work Days 150 plus 19

Contractor C. R. O.Neil

Work Days Start Mar. 1st, 1957

First Notification:

Commencement date

BRR

NOTED
E. A. PEASE

Second Notification:

Completion date Nov. 15, 1958

Work Days Used 178

Estimate of date on which contractor will complete the removal of equipment and plant and the cleaning up of the site Nov. 15, 1958

Third Notification:

Date on which contractor completed the removal of equipment and plant and the cleaning up of the site Nov. 15th, 1958

Date Nov. 15th, 1958

Resident Engineer

Instructions: Use this form for reporting first, the date on which work under the contract is commenced; second, the date on which the work is completed, and third, the date on which the removal of plant and the cleaning up of the site is completed. Each date is to be reported as soon as it becomes known. Report second and third notifications on the same form when occurring simultaneously. Each report is to be made in triplicate. The original copy is to be sent to the Office Engineer or the Bridge Engineer at Salem. The duplicate copy is to be sent to the Division Engineer. The triplicate copy is to be retained by the Resident Engineer.

State Printing 97719

RECEIVED
SEP 8 - 1958
FOR FILING

[illegible]

4845

W. C. WILL

In considering Jack Weaver's case in your condemnation suit in the Weaver Road section of the highway, we think you should give him benefit for good cooperation when he was treated with a little consideration. Ask the contractors Joelson and McNeal. Ask the surveyors. This in spite of the fact that the produce he raises for his living were pretty well plundered because of the construction last year.

And more recently, when the paving was underway just as his produce was ready for marketing, at one time he drove through adjoining fields, took down a fence and put it up again because the crew paved his only outlet while he was gathering produce. He didn't make a complaint and he very well could have because the crew knew he was there and didn't warn him.

Later he got a kid to help haul fertilizer. We asked him not to travel the road the balance of the day and he made no kick.

He drives a light colored pick-up. There was one provoking incident and he was justified. When the road was under construction, he had trouble finding a way across. The big machines made a way for him if they were right handy. One day a driver said the boss said not to do it any more--let him find a place.

RECEIVED
FOR FILING

June 12, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering cleaning and relaying a 24" culvert on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4845, in connection with Federal Aid Project No. I-5-2(4)103, Old I-78(31).

The 24" culvert at Station 3388+50 was plugged due to excessive water and washing, making it necessary to clean out the pipe and relay a portion of it.

Due to the emergency nature and to maintain adequate drainage the work has been done.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBF:cr
Encl.

RECEIVED

FOR FILING

June 12, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering cleaning and relaying a 24" culvert on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4845, in connection with Federal Aid Project No. I-5-2(4)103, Old I-78(31).

The 24" culvert at Station 3388+50 was plugged due to excessive water and washing, making it necessary to clean out the pipe and relay a portion of it.

Due to the emergency nature and to maintain adequate drainage the work has been done.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:er
Encl.

RECEIVED
JUN 12 1958
FOR FILING

4845

June 11, 1958

Mr. C. N. Weaver
Myrtle Creek
Oregon

Dear Mr. Weaver:

Reply is made to your letter of May 9, 1958, in which you restated the drainage problem existing on your farm land just northerly of the Missouri Bottom crossing of the Umpqua River.

I have been advised that our Resident Engineer, C. C. Gall, has contacted you and discussed the various matters of complaint with you. He has indicated that the discussion covered the same ground as was contained in your original complaint of December 24, 1957, and to which I made reply by letter of March 21, 1958. It is still our opinion that we have added no additional water to your property and that the situation of which you complain is one that existed prior to our construction in this area. I have also reviewed the right-of-way settlement made with you when we purchased right of way through your property and find that a substantial amount was included for damages to the remaining portions of your property.

In view of the above, I cannot justify the expenditure of any more of the State's money in this connection.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan

LHY:jc fn

FORM E-30X—37,500—8-56—96658

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 2, 1958

To:
Tom Edwards
Construction Engineer

Attention: L. H. Young

SUBJECT: Assignment No. 52 Y
G. N. Weaver, drainage
complaint
Myrtle Creek-Canyonville Sect.

In investigating Mr. G. N. Weaver's complaint about drainage on his property on the Myrtle Creek-Missouri Bottom Project which was the subject of the above assignment we have again contacted Mr. Weaver through Mr. C. C. Gall. Mr. Gall reports that Mr. Weaver has gone back to his original requests, having changed his mind about doing some of the work himself. However, he still does not wish us to fill the small 800 sq. ft. area at station 135 but as stated above has gone back to his original requests that it be drained.

He also again wants the area opposite station 145 drained by a covered pipe. It is recommended that our position in regard to these matters be reiterated as stated to Mr. Weaver by Mr. William's letter of March 21, 1958. He has and is rejecting our offer to correct the small drainage area which we have caused at station 135 and since he is rejecting a reasonable solution it is recommended that he be told the situation will be left as it is.

With respect to draining the area at station 145 we again advise that this situation is not of our making but has existed in the past. It is also true that if a drain pipe is installed through the higher ground which lies between the low area and the river the river water at higher stages will flood through the pipe into the depression unless the tide gate is installed on the end of it. Mr.

Mr. Weaver's statement that these problems of his were discussed last summer is evidently incorrect. Mr. Gall reports that it was not until after the first fall rains when our culverts started draining the median strip that Mr. Weaver brought the matter up. These culverts were installed the first of October.

L R Chandler
L. R. Chandler
Ass't Division Engineer

LRC:sc

CONSTRUCTION DIVISION
RECEIVED
JUN 03 1958
NOTED-- ☐☐☐☐☐
CE ACE ACE COE

Myrtle Creek Oreg
May 9/58

Ent 4845

Oregon Highway Comm.
Salem, Oreg

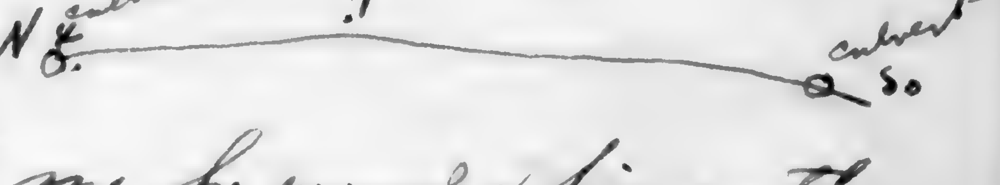
REFERRED TO Cooper

PLEASE RETURN TO FORREST COOPER

Dear Sirs:

This reply to Mr Williams letter of Mar. 21, 1958 in which no action is taken ~~in~~ to provide a way to prevent mud and water from being dumped on my crop land.

There are two culverts about 400 feet apart and have a ~~sag~~ rise of .1 foot between them but a difference in elevation great enough to carry all water to the south if a cut of .1' plus grade for good drainage is provided.



Mr Gall told me he would fill in the low area at Station 146 and I agreed, but he waited too late in fall to fill.

When Mr Gall came back to find out from me what I wanted, the inspector with him, suggested again that they fill the area ~~again~~. I pointed out it did not get the water to the area and it did not not provide a definite route for the water to follow. Mr Gall agreed that the water would continue to be a problem on that flow.

With a ditch of little more than one foot deep would drain the excess water to the low ground in the area of Station 146.

I pointed this out to Mr Gall at a time last summer when a road grader could easily have done all the work. Clay is now over the ~~[illegible]~~ surface and spreads water ~~water~~ more than usual.

I need help to get the water off cropland then to get it back to river.

Very truly yours

RECEIVED
APR 23 1958
FOR FILING

[illegible]
[illegible]

April 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering slide correction on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4845, in connection with Federal Aid Project No. I-78(31).

This work is necessary to correct slide conditions. The work will consist of placing large rock at the toe of the slide, timber and brush removal from the slide area already broken, smoothing the broken area closing all cracks and crevasses and constructing ditches and drains to keep the water on the surface.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
MAR 24 1958
FOR FILING

[illegible]

4545

March 21, 1958

6AA

Mr. G. N. Weaver
Myrtle Creek
Oregon

Dear Mr. Weaver:

Belated reply is made to your letter of December 24, 1957, with regard to the drainage pattern on your farm located just northerly of the Missouri Bottom Bridge across the Umpqua River. Reply was delayed so that the field engineers could contact you for some additional information. I am advised that you were on an extended trip East and they could not contact you until just recently.

The drainage plan that you outlined in your letter is far too elaborate and expensive for the benefits obtained. The little pond located opposite Station 135, which collects water during heavy storms, could best be corrected by raising the elevation a little so that it would drain out by one of the existing drainages. This pond covers an area of only about 800 square feet, and we would be glad to raise the elevation with topsoil and seed the same; however, I understand that you do not agree with this solution and have chosen to do some ditching yourself between Stations 136 and 145. At a meeting with our engineers it was agreed that we would set stakes as an accommodation to you in this matter.

Referring to the matter of the tile under your road westerly from Station 147, I wish to advise that, while our people were unable to find that a tile was in existence at that point, the matter has been resolved by the installation of a culvert, which, I am told, was satisfactory to you.

Regarding the problem of erosion which you brought up, I wish to assure you that as soon as current construction work is finished in this area we are going to seed and mulch the slopes, which method has been quite successful in the past in taking care of this type of problem.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan

LHY:jc fn

FORM E-30X—97,500—8-57—0964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 14, 1958

SUBJECT: G. N. Weaver drainage complaint
Myrtle Creek-Missouri Bottom Unit
Myrtle Creek-Canyonville Sect.
Assign. No. 64 FC.

To:
Tom Edwards
Construction Engineer

Attention: L. H. Young

C. C. Gall, Resident Engineer, has contacted Mr. G. N. Weaver regarding his drainage problems as outlined in his letter of December 24. He was told that we would top soil the small area at the North end of his property but decided against that and is going to do some ditching himself between Stations 136 and 145 for which we have agreed to set his stakes.

This ditch will be on his own property. He may also excavate a wide area which he can farm across to drain the larger area at Station 145 where he requested us to install a covered pipe.

L R Chandler
L. R. Chandler
Ass't Division Engineer

LRC:sc

FORM E-30X—37,500—8-57—6584

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Jan. 21, 1958
SUBJECT:

To:

Assign. # 644 FC
Assign. # P-93
G. N. Weaver
Myrtle Creek

Tom Edwards
Construction Engineer
Salem, Oregon

CONSTRUCTION DIVISION
RECEIVED
JAN 22 1958
NOTED-- ☐☐☐☐☐

With reference to Mr. Gilbert Weaver's complaint on the above assignment, Mr. Gall, Resident Engineer, contacted Mr. Weaver and found that he wants us to construct a ditch southerly within our right of way from Station 136 to Station 145+50. From the latter point, he wants us to install a covered pipe to drain from that point to the river bank. Mr. Gall reports that the drainage from the area at Station 136, formerly drained northerly within the right of way and under the present roadbed. However, this was only rainwater which fell on the immediate area and none came in from outlying points except at the very highest stages of the river. With the high grade now constructed, this drainage is blocked but no additional drainage has been added.

The culvert shown on the enclosed sketch, illustrating the whole complaint, is a median drain only. The area which will now collect water during the heavy storms is 40' x 20', or an 800 square feet area.

Mr. Weaver does not want any open ditches in his fields and there is no room outside the roadbed and its slopes for one. The slopes have been flattened to take care of excess material until there is no room left. We could, at small expense, fill this area to an elevation which will prevent collection of water but doubt that we can secure Mr. Weaver's permission. If a ditch were constructed from Station 135 to 145, either on his land or upon ours, if this were possible, it would aggravate a natural ponding which has existed in the past after periods of high water at Station 145. This area has never drained but the rainwater falling on it and water left after extreme high waters of the river have had to seep away through the ground.

The ditch from Station 136 to Station 145 and the tile from Station 145 to the river bank, both requested by Mr. Weaver, would improve his field drainage but I do not believe this is our obligation.

The farm crossing for Mr. Weaver, under the north ends of the Missouri Bottom Bridges, has not yet been completed and we should probably place a little random fill of selected material on his property adjacent to the fence at Station 145 in order to permit him to properly cross it. Other than this random fill, I do not believe that we have any obligations which have not been discharged.

L R Chandler
L. R. Chandler
Ass't. Division Engineer

dls
encl.

River Bank
6128
700'
R/W line?
12' Conc Pipe Cul
El 6126
El 6136
El 6136
El 6131
El 6145
6149
6193
6201
6200
6197
6180
6157
6147
6108
6132
6143
original line of drainage?
Drain ditch to river
culvert drains
8" Culv in this
vicinity – plugged.

MYRTLE CR-MISSOURI BOTTOM UNIT
MYRTLE CR CANYONVILLE SEC
PACIFIC HWY
Douglas County

G.N Weaver Complaint

C. C. Gall, Res Engr.

Myrtle Creek Oreg
Dec 24, 1957

Oregon State Highway Com.
Salem, Oreg.

PLEASE RETURN TO
FORREST COOPER

Dear Sirs:

In this letter I am requesting that an inspection be made to verify that the undesirable items listed exist and that effective methods of control will be established.

Our farm is located at about station 120 south to 147 on [illegible] Road. On the east side of the new highway no provision has been made for taking care of the gravel, mud and water running from the center drains. At two places water is running into the low ground. Water is now standing in low ground and this is not a normal situation as can be seen by looking at the rest of the farm land.

The engineers have seen necessary to make a drainage ditch from about station 1[illegible] west, north.

Myrtle Creek Oreg
Dec 24, 1957

Oregon State Highway Com.
Salem, Oreg.

Dear Sirs:

PLEASE RETURN TO
FORREST COOPER

In this letter I am requesting that an inspection be made to verify that the undesirable items listed exist and that effective methods of control will be established.

Our farm is located at about station 120 south to 147 on [illegible] Road. On the east side of the new highway no provision has been made for taking care of the gravel, mud and water running from the center drains. At two places water is running into the low ground. Water is now standing in low ground and this is not a normal situation as can be seen by looking at the rest of the farm land.

The engineers have seen necessary to make a drainage ditch from about station 124 west, north.

over

It now looks like it will be necessary to make a ditch along part of the east side of the right of way, because we cannot have the excess water from the highway being concentrated and run on to the farmland. The low ground is not a natural drainage way but a way the river crosses when it is at extreme flood stage.

If the commission wishes, at about station 146 east, I will give an easement where by all excess water can be tiled to the river.

At station 141 ~~[illegible]~~ west the tile under our road has been covered, "plugged" and now excess water from highway fill runs over the road.

There is a drainage problem under the ridge, however, we assume this ~~[illegible]~~ part of the contract has not been completed.

We will cooperate as best we can and feel that we will be treated fairly by the commission in solving these problems.

Very truly yours.

RECEIVED
DEC 26 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 10 1957

FOR FILING

I-1(31)

4845

Dec. 6, 1957

Mr. C. R. O'Neil
2525 Highway 99 South
Grants Pass, Oregon

Dear Sir:

The State Highway Commission at its meeting held on Dec. 5, 1957, had under discussion your request for an increase in the number of workdays from 150 days to 175 days within which to complete your Contract No. 4845, for grading on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

The Engineer reported after a careful investigation of the matter that large slides had to be moved and that prorated against the original amount of yardage, you were entitled to an increase of 19 workdays. The Commission approved the Engineer's recommendation that 19 extra days' time be granted without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ea

cc: Tom Edwards
F. D. Morgan
G. C. Gall

NOTED ON CARD
ea

RECEIVED
NOV 14 1957
FOR FILING

I-78(31)

4845

November 13, 1957

Oregon State Highway Commission

Request for extension of time
No. 1
December 5 and 6 meeting

Gentlemen:

Mr. C. R. O'Neil, who holds Contract No. 4845 for grading of the Myrtle Creek-Missouri Bottom Unit of the Pacific Highway in Douglas County, has asked for an increase in workdays in which to complete the project. The contract was awarded on January 16, 1957, work starting on January 21, 1957. There were 150 workdays allowed in which to complete the project. The contractor has asked for an additional 25 days, giving as his reasons as follows:

"(1) Delay in awarding of the Contract by 10 days.

"(2) Additional yardage due to slides which were extremely wet and difficult to handle.

"(3) Changing of alignment of "G" line delayed orders to proceed on this work."

An investigation of the matter indicates that there were large slides involving 137,500 cubic yards of material which had to be moved beyond the lines of the neat cross sections. Prorated against the original amount of yardage, it is indicated that the contractor was entitled to an increase of 19 workdays in which to complete the project. It is my recommendation that the Commission grant this additional time. The other reasons for contract workdays' extension by the contractor do not appear to be valid.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

FC:me fa

Myrtle is [illegible] file

RECEIVED
OCT 3 1957
FOR FILING
1-78(31)

4845

Mrytle Creek, Ore.
September [illegible], 195

File #28751

Oregon State Hiway Commission
Salem, Oregon

Dear Sirs;

In regards to the investigation of the well and water situation, We feel the matter has not been thoroughly investigated. Your representative called and talked to me for about ten minutes and left, that was the extent of the investigation.

In the agreement we made with the highway Commission it states:"We do this with the understanding that the Highway Commission will reconnect our existing well so that is functions as it has in the past." Since the well is not standing up as it has in the past we hope to get some cooperat on this from the Commission.

Sincerely;

/s/ Mitchell E. Fuller

Original referred

R L Porter
Please handle.
If you want a geologist call Edwards.

RECEIVED
OCT 3 1957
FOR FILING

7-78(51)

[illegible] file

Mrytle Creek, Ore.
September 30, 1957

~~Oregon State Hiway~~ Commission
4545 Salem, Oregon

File #23751

Dear Sirs;

In regards to the investigation of the well and water situation, We feel the matter has not been thoggbly investigated, Your representative called and talked to me for about ten minutes and left, that was the extent of the investigation.

In the agreement we made with the highway Commission it states;"We do this with the understanding that the Highway Commission will reconnect our existing well so that is functions as it has in the past." Since the well is not standing up as it has in the past we hope to get some cooperation on this from the Commission.

Sincerely;

/s/ Mitchell E. Fuller

Original referred to
R L Porter
Please handle.
If you want a
geologist call Edwards.

RECEIVED
JUL 15 1957
FOR FILING

Form 4-30X—37,500—5-57—1477

I 12.311

4445

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10th, 1957

SUBJECT:

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The agreement with the Southern Pacific covering the installation of a dike on the Myrtle Creek-Missouri Bottom Section, Pacific Highway, has been approved by the Commission.

You may proceed with the installation.

Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
JUL 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 25 1957
FOR FILING

[illegible]

445

June 24, 1957

Mr. Jack Weaver
Myrtle Creek
Oregon

Dear Mr. Weaver:

Reply is made to your letter of May 6 concerning flooding at Myrtle Creek due to construction of the new highway.

A very thorough study has been made of the river prior to selecting the final location for the highway. We have found waterway areas of approximately 7,000 square feet at peak floods in the reaches of the river below the Myrtle Creek bridge. The location from Myrtle Creek bridge to the Southern Pacific railroad has been so established as to leave a minimum waterway area of 12,600 square feet. The waterway area under the Southern Pacific railroad bridge is 10,560 square feet. It is our belief that the area downstream will be ample and that no additional flooding over that previously experienced will be attributable to highway construction.

Very truly yours,

W. C. Williams
State Highway Engineer

Mr. Forrest Cooper
cc Mr. Tom Edwards
Mr. F. D. Morgan

(Construction) fn

FORM 230—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17th, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

W. C. WILLIAMS

Reply is made to your letter of May 7th transmitting letter from Jack Weaver concerning flooding in the Myrtle Creek area. Mr. Weaver states "I wonder if you realize what you are going to do to Myrtle creek when the rains start" and suggests changes in the stretch of highway apparently from the present Myrtle Creek bridge upstream to the Southern Pacific railroad crossing.

This river has been carefully studied from Booth Ranch to Ford's Bridge in preparation for this design. Cross-sections have indicated a minimum net area of approximately 7,000 square feet in the reach of the river downstream from the city of Myrtle Creek. The new alignment in the Booth Ranch-Myrtle Creek area was so designed as to maintain that minimum area. This has been effective in that no damage due to flooding has been attributable to highway revisions in that area. In the Myrtle Creek bridge-S.P. railroad crossing reach of the river Morgan's report indicates a reduction to a minimum of 12,600 square feet. The waterway area under the S.P. railroad bridge is 10,560 square feet. I can, therefore, see no reason for alarm.

I suggest the attached be sent to Mr. Weaver.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

NOTED
FORREST COOPER

RECEIVED
17 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—37,800—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1957

SUBJECT: Myrtle Creek-Missouri Bottom
Pacific Highway
Contract No. 4845

To: Mr. Roy C. Edgerton
Research Engineer
Office

You will perhaps recall that I recently asked Division ~~X~~ III to make an investigation regarding possible flooding along the Umpqua River resulting from our construction in the vicinity of Myrtle Creek.

I am forwarding herewith a copy of a report by Frank Morgan and platted cross sections taken at critical points in the river channel. On the basis of Morgan's report it appears that we will not unduly constrict the channel; in fact we will be leaving more water open in all cases than presently exists at the site of the S.P.R.R. bridge shown as Typical Section "A" on the platted cross sections. I am inclined to concur with Morgan's analysis and ask that you review this and give us your thoughts in the matter.

Your early attention to this will be appreciated.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
JUN [illegible] 1957
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 31, 1957

SUBJECT: Myrtle Creek-Missouri Bottom
Complaint of Mr. Jack Weaver

To: L. H. Young
Ass't. Construction Engineer
Salem, Oregon

In compliance with your letter of May 10, 1957 transmitting a letter of complaint from Mr. Jack Weaver regarding the possible flooding in the Myrtle Creek area, please be advised that this matter was investigated by Mr. C. C. Gall, Resident Engineer for the Myrtle Creek-Missouri Bottom Section of the Pacific Highway. Mr. Gall advises that Mr. Jack Weaver is one member of the Weaver and Alspaugh clan and that this complaint is drawing attention to the restriction placed in the Umpqua River by our highway fills across Missouri Bottom.

Please be advised that there has been considerable prior correspondence regarding the construction of the Umpqua River channel between the Myrtle Creek Bridge and the Southern Pacific Bridge on this section of highway. Mr. Roy Edgerton has investigated this matter quite thoroughly and we have submitted cross-sections with drainage areas indicated at several locations between these two bridges.

I submit herewith one (1) roll of cross-sections on which we have shown a cross-section of the flow area under the present Southern Pacific bridge, Cross-section A. I have also indicated two (2) other sections taken across the river.

Section B crosses a state-owned gravel bar at approximately Station 3+40 and proceeds across the South Umpqua River. This section shows 16,600 square feet of original area. When the highway is constructed, this area will be reduced to a net of 14,150 square feet.

CONSTRUCTION DIVISION
RECEIVED
NOTED ☐ ☐ ☐ ☐ ☐

Section C is another cross-section a little further upstream, approximately Station 34+52, which indicates that the original area contained 14,150 square feet and that when the highway fills are made this area will be reduced to 12,600 square feet.

Highwater elevations shown on the sections at Station 3440 and Station 3452 are from the highest drift found in the orchard alongside the railroad. Elevations on the easterly side of the river were obtained from local residents. On the East side of the river heighths varied considerably. Local residents say that this variation was probably caused by a high wind that blew at the peak of the 1955 flood producing higher elevations on the easterly side of the river than on the westerly side.

Sketch map of the area involved shows an old gravel pit which was used by the Southern Pacific Company. When this pit is opened by the production of aggregates for the Myrtle Creek-Missouri Bottom Section, it is our belief that the flood characteristics of the Umpqua River in this vicinity will be improved.

It is my opinion that the reduction of the cross-sectional area of the river in this vicinity by the construction of the highway fills will not cause any appreciable change in the peak flood stage of the river. I believe that the critical areas are those areas lying between the Southern Pacific Railroad Bridge and the Highway Bridge at Myrtle Creek. It is my remembrance that these existing areas are, in some instances, as small as 10,000 square feet.

I recommend that Mr. Weaver be advised that we anticipate no increase in flooding upstream from the Southern Pacific Railroad Bridge due to the construction of a highway fill in this area.

F. D. Morgan
Division Engineer

dls
encl.

FORM 2-30X—37,000—2-47—1477

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1957

SUBJECT: Myrtle Creek-Missouri Bottom
Pacific Highway
Contract No. 4845

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Herewith a copy of a letter from Mr. Jack Weaver and instructions from Mr. Cooper.

Will you please make the necessary investigation and advise this office what Mr. Weaver is talking about.

I am also, by copy of this letter, requesting that Mr. Roy Edgerton give such aid and assistance as is necessary in determining the possibility of flooding resulting from our construction. I believe that Mr. Edgerton has made previous investigations in this area at the time that we contemplated filling into the river channel, so probably has most of the dope readily available.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper
Roy Edgerton

RECEIVED
MAY 13 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1957
FOR FILING

Maint
Drainage

Weaver, Jack

Salem, Oregon
May 7, 1957

Complaint of Jack Weaver
re possible flood damage
to property at Myrtle Creek

Mr. Tom Edwards
Construction Engineer
Department

I am attaching a copy of a letter from Jack Weaver, Myrtle Creek, Oregon, in which he refers to possible flooding of the South Umpqua River as a result of our construction in the Missouri Bottom area.

I do not know what Mr. Weaver is referring to; however, I do know that we have had difficulty in settling with the Weaver-Allspaugh clan and, if there is any opportunity for a lawsuit, we will doubtless be hailed into court.

Will you please have this matter fully investigated, getting Roy Edgerton into the act if you deem it necessary, and give us a report, also a rough draft of an answer to Mr. Weaver. Your report should be accompanied by a sketch map.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Encl.

cc Mr. W. C. Williams

Myrtle Creek. Ore.
May 6, 1957

State Highway Comm.
Salem, Oregon

Dear Sirs:

I wonder if you realize what you are going to do to Myrtle Creek when the rains start, unless you make a change on the Weaver Road stretch of the new highway. There isn't enough room for the water in the river channel now. The way you are filling it up, the property damage will be terrific.

In coming south, why don't you build up the last few hundred feet of the finished highway and come thru' the ridge. That would also make a better turn for the people going south from Myrtle Creek.

yours truly,

Jack Weaver.

RECEIVED
MAY 7 1957
OREGON
STATE HIGHWAY COMMISSION

Myrtle Creek. Ore.
May 6, 1957

State Highway Comm.
Salem, Oregon

Dear Sirs:

I wonder if you realize what you are going to do to Myrtle Creek when the rains start, unless you make a change on the Weaver Road stretch of the new highway. There isn't enough room for the water in the river channel now. The way you are filling it up, the property damage will be terrific.

In coming south, why don't you build up the last few hundred feet of the finished highway and come thru' the ridge. That would also make a better turn for the people going south from Myrtle Creek.

Yours truly,
Jack Weaver.

RECEIVED
MAY 7 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 7 1957
FOR FILING

[illegible]

4845

08-35

file

June 5, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-[illegible])
Myrtle Creek-Missouri Bottom
Unit, Pacific Highway - Order
for State Force Work dated May
9, 1957 - Installation of metal
conduit and construction of concrete manhole and moving Pacific
Telephone and Telegraph facilities -
Estimated cost $4,250.00

Dear Sir:

We are approving the subject order today. If Federal participation in the cost incurred is desired, the estimated cost should be shown in the project agreement estimate.

Very truly yours,

C. G. POLK
Division Engineer

Original to
Mr. Probert

NOTED
FORREST COOPER

RECEIVED

FOR FILING

62-35

file

June 4, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-78(31), Myrtle Creek-Missouri Bottom Unit, Pacific Highway - Order for State Force Work dated May 3, 1957 - Installing horizontal drains in cutbanks - Estimated Cost $5,000.00

Dear Sir:

Reference is made to your letter dated May 23, 1957 concerning the subject order.

We are approving the use of State force as being in the public interest in this case for the following reasons:

(1) The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

(2) The State has trained men and specialized equipment to perform the work most economically.

(3) The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. POLK
Division Engineer

NOTED
FORREST COOPER

Original to
Mr. Probert

RECEIVED
MAY 2[illegible] 1957
FOR FILING

[illegible]

May 23, 1957

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 233 covering installing horizontal drains on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4845, in connection with Federal Aid Project No. I-78(31).

This work is necessary to control seepage in cutbanks and prevent slides. It was an anticipated item. The contractor is not equipped to do this special work. The state has the necessary special equipment, operated by trained crews. It would not be economical to contract the work as it must be done during the progress of grading as needed.

Equipment rental rates will conform to the established schedule. Your approval of this work by State forces on force account basis is requested.

Drain Pipe used will be 1½" black pipe and 6" perforated concrete drain tile as required.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

BBP:cr

RECEIVED
MAY 27 1957
FOR FILING

I-7-[illegible]

4845

May 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 235 covering adjusting coaxial cable and constructing a manhole for access to the cable on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4845, in connection with Federal Aid Project No. I-[illegible](31).

This work was an anticipated item and included in the project authorization. Work is to be done by the Pacific Telephone and Telegraph Company.

The obligation of the state is established by the attached copies of a letter from the Assistant Counsel. Estimates for work on the cable and for construction of a manhole are also attached.

Your approval of this order under provisions of G.A.M.-300 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED
MAY 24 1957
FOR FILING

[illegible]

4845

May 23, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering rental of D-8 cat and dozer on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4845, in connection with Federal Aid Project No. I-78(31).

The use of this equipment is necessary in aiding the State crew in placing drilling equipment for horizontal drains under State Force Order No. 233.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

4845

March 26, 1957

Mr. C. R. O'Neil
General Delivery
Myrtle Creek, Oregon

Re: Myrtle Creek-Missouri Bottom
Contract No. 4845

Dear Mr. O'Neil:

Reference is made to the subcontract proposed between yourself and Gibson and Roberts which was recently submitted for State Highway approval.

This subcontract contemplates the shooting work involved in the rock encountered in the course of your work. We find that Clause "C", Sheet 2 is not consistent with State Highway practice. This clause states that "The party of the first part agrees to pay the party of the second part (subcontractor) each month for the amount of solid rock as estimated by the engineer and paid on the estimate . . ."

As you are aware, the excavation on this job was let on single classification and the State does not make an estimate of the solid rock portion of the excavation and neither is such shown on the estimate. It is therefore suggested that Clause "C" be modified so as to provide a method of payment which is mutually agreeable to you and the subcontractor and leaving the State free of the burden of acting as a third party in estimating the amount of rock shot.

I am returning the copies of this subcontract herewith. Upon the correction of Clause "C", please resubmit through channels.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper
F. D. Morgan
C. C. Gall

RECEIVED
MAR 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 15 1957
FOR FILING
I-78 (31)
4845

FORM E-129 25M

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 5, 1957

Mr. Charles R. O'Neil
2525 Highway 99 South
Grants Pass, Oregon

Re: Myrtle Creek-Missouri Bottom
Pacific Highway
Contract No. 4845

Dear Mr. O'Neil:

Pursuant to your telephone call this date we have made further inquiry and find that the 8 x 8 box culvert in the vicinity of Station 136 has been deleted by agreement with the property owner. You are therefore directed by copy of this letter to cease further activity concerned with the construction of this 8 x 8 box.

We will, of course, make compensation for the form work which you have done to date.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper ✓
R. L. Porter
F. D. Morgan
C. C. Gall

NOTED
FORREST COOPER

RECEIVED
MAR 6 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1957
FOR FILING

I-78(31)

4845

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

272

file

THE CALIFORNIA OREGON POWER COMPANY

MEDFORD, OREGON

February 20, 1957

Cooper

Oregon State Highway Department

Salem, Oregon

Attention: Mr. W. C. Williams
State Highway Engineer

Gentlemen:

On February 18, 1957, we wrote to you requesting authorization to proceed with pole relocation work in the Myrtle Creek - Missouri Bottom Unit of the Myrtle Creek - Canyonville Section. Since that time, we have been made aware of your letter of December 28, 1956 providing us with that authorization.

The Job Order to accomplish this work has been released and the poles will be relocated immediately.

Very truly yours,

THE CALIFORNIA OREGON POWER COMPANY

V. W. Hammond
V. W. HAMMOND
Distribution Superintendent

RSH/sc

Send Copy to Edwards

NOTED
F[illegible]ST COOPER

RECEIVED
FEB 25 1957
OREGON
STATE HIGHWAY COMMISSION

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON

Cooper

February 18, 1957

PLEASE RETURN TO
FORREST COOPER

Oregon State Highway Department

Salem, Oregon

Attention: Mr. W. C. Williams
State Highway Engineer

Gentlemen:

On November 28, 1956, we received construction plans of the Myrtle Creek - Missouri Bottom Unit of the Myrtle Creek - Canyonville Section. We contacted Mr. C. C. Gall who advised us that two poles would have to be relocated. He also advised us that he had notified his Salem office, and requested that we be officially notified of the requested pole relocation.

As of this date, we have not received this notification. We have, however, proceeded with the relocation plans.

The two poles involved are located on private property, one being approximately at Station "Z" 10+90 (2/22, Line 37), and the other at Station "A" 4 +20 ± (14/22, Line 37). As both of these poles are on private property, we expect to be reimbursed accordingly. The estimated cost to the State will be $537.00.

Will you please forward authorization to proceed with the work and to bill you as outlined.

Very truly yours,

THE CALIFORNIA OREGON POWER COMPANY

V. W. HAMMOND
Distribution Superintendent

RSH/sc

RECEIVED
FEB 19 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 2[illegible] 1957
FOR FILING

[illegible](31)
38-35
4845

file

February 19, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-78(31)
Myrtle Creek-Missouri Bottom Unit,
Pacific Highway
Order for State Force Work dated
January 18, 1957 - Seeding and
Mulching

Dear Sir:

Reference is made to your letter dated February 5, 1957 concerning subject order.

We are approving the use of State force as being in the public interest in this case for the following reasons:

(1) The contractor is neither properly equipped nor staffed to perform the work contemplated under the Order.

(2) The State has trained men and specialized equipment to perform the work economically.

(3) The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. POLK
District Engineer

Original to Mr. Probert

NOTED
FORREST COOPER

RECEIVED
FEB 7 1957

FOR FILING

[illegible]

4845

February 5, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224, 238 covering seeding to grass and mulching slopes on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4845, in connection with Federal Aid Project No. I-78(31)

This work consists of seeding to grass and mulching slopes to prevent erosion.

The state is equipped to do this work, with special mulching equipment and men experienced in its operation. Equipment rental rates will be in accordance with our regular schedule.

Your approval of this work on force account basis for state forces is requested.

This work has not been done.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]
Encl.

RECEIVED
FEB 13 1957
FOR FILING
I 78 (31)

4845

February 11, 1957

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 205 covering re-alignment of power lines on the Myrtle Creek-[illegible] Section Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. [illegible], in connection with Federal Aid Project No. I-78(31).

The power lines were on private easements prior to acquisition of right of way. The State is obligated to reimburse the California-Oregon Power Co. under provisions in Section III-C of [illegible].

Three copies each of a letter to the Utility Company and estimate of cost are enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

[illegible]

RECEIVED
FEB 18 1957
FOR FILING

2-18-57

4848

February 15, 1957

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 225 covering raising two telephone wires to clear the highway on the Myrtle Creek-[illegible] Section Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4845, in connection with Federal Aid Project No. I-78(11).

It is necessary to raise telephone lines crossing the highway at Station 123+60 for construction and clearance.

The lines were in existence and on private lands prior to construction, and it is the States' obligation to pay for revision. The work will be done by the owner, California-Pacific Utilities Company. Copies of a letter of agreement by the State and estimate of costs from the Utility Company are enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:akr

Enclosures

RECEIVED
FEB 18 1957
FOR FILING

I-5(31)

4843

February 15, 1957

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 225 covering raising two telephone wires to clear the highway on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4843, in connection with Federal Aid Project No. I-5(31).

It is necessary to raise telephone lines crossing the highway at Station 118+60 for construction and clearance.

The lines were in existence and on private lands prior to construction, and it is the States' obligation to pay for revision. The work will be done by the owner, California-Pacific Utilities Company. Copies of a letter of agreement by the State and estimate of costs from the Utility Company are enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:dw

Enclosures

RECEIVED
FEB 8 1957
FOR FILING

I-78 (31)

4845

February 8, 1957

Mr. C. R. O'Neil
2525 Highway 99 South
Grants Pass, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4845, which was awarded to you by the State Highway Commission on January 16, 1957, for grading on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

4

RECEIVED
FEB 4 1957
FOR FILING

I-78(31)

4845

January 31, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for consideration and approval are copies of Order for Extra Work No. 1 covering state share of flagging costs on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4845, in connection with Federal Aid Project No. I-78(31).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:er
Encl.

RECEIVED
FEB 4 1957
FOR FILING

I-78(31)

4-4-5

January 31, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for consideration and approval are copies of Order for Extra Work No. 1 covering state share of flagging costs on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4845, in connection with Federal Aid Project No. I-78(31).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:er
Encl.

RECEIVED
JAN [illegible] 1957
FOR FILING
[illegible]
4245

January 16, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for roadbed grading on the Myrtle Creek-Missouri Bottom Section of the Pacific Highway in Douglas County, Project I-78(31), to C. R. O'Neil of Creswell, Oregon, on the basis of the bid of $1,246,997.00 submitted on December 17, 1956.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:ia

RECEIVED
JAN 1957
FOR FILING
OREGON DISTRICT
I 78(31)
4845

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

January 16, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-78(31), Myrtle Creek-Missouri Bottom Unit of the Pacific Highway, we hereby concur as of this date in award of contract No. 4845 to C. R. O'Neil of Creswell, Oregon, low bidder in the amount of $1,246,997.00 at the December 17, 1956 bid opening.

Very truly yours,

Polk

C. G. POLK
District Engineer

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date

NOTED
FORREST COOPER

RECEIVED
JAN 17 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR ...
1-21 (312)
4845

January 16, 1957

Mr. C. E. O'Neil
2525 Highway 99 South
Grants Pass, Oregon

Dear Mr. O'Neil:

The State Highway Commission on December 17, 1956 accepted your proposal for grading on the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County for the sum of $1,246,997.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4845.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ar
Enclosure

cc. Mr. R. G. Savage (SIAC)
Mr. Tom Edwards
Mr. S. H. Probert
Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Att. Dorothy McCormack

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
January 16, 1957
11:30 a.m.

Mr. C. R. O'Neill
2525 Highway 99 South
Grants Pass, Oregon

Contract for Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway, Douglas County, for which you submitted low bid on December 17, 1956, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting (5003-900)
Files
Cecil Head

Following is a tabulation showing the Engineer's estimate and the contractor's bid on the combined items of Clearing and Grubbing and General Excavation, Unclassified:

Engineer's Estimate

Clearing and Grubbing	$ 20,000
General Excavation, Unclassified at $0.55 per cubic yard	655,600
	$675,600

Contractor's Bid

Clearing and Grubbing	$143,000
General Excavation, Unclassified at $0.58 per cubic yard	691,360
	$834,360
Difference	$158,760

RECEIVED
JAN 9 - 1957
FOR FILING

I-78(31)

4845

January 8, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

The bids received by the Oregon State Highway Commission on December 17, 1956, for the Myrtle Creek-Missouri Bottom Section indicate an overrun of $169,279.50 when compared to the Engineer's estimate of cost (Engineer's estimate - $1,077,717.50; low bid - $1,246,997.00), which is 15.7 per cent above the estimate. An analysis of the bids indicates that almost this entire overrun is occasioned by the bids on two items, which, in effect, are but a single item, that being General Excavation, Unclassified, as the contractor unbalanced his bid by bidding $143,000 for Clearing and Grubbing. The actual cost of the Clearing could not be in excess of $25,000; therefore, it is obvious that the contractor intends to provide working capital by unbalancing his grading bid in an amount of approximately $120,000.

Following is a tabulation showing the Engineer's estimate and the contractor's bid on the combined items of Clearing and Grubbing and General Excavation, Unclassified:

Engineer's Estimate

Clearing and Grubbing	$ 20,000
General Excavation, Unclassified at $0.55 per cubic yard	655,600
	$675,600

Contractor's Bid

Clearing and Grubbing	$143,000
General Excavation, Unclassified at $0.58 per cubic yard	691,360
	$834,360
Difference	$158,760

A review of the estimate and a study of the classification have been made. We are attaching our original classification breakdown and the breakdown based on the new study, which conclusively indicates that our original classification was too low and led us to arrive at our estimated price of $0.55 per cubic yard. The reclassification indicates a correct price of $0.68 per cubic yard.

All of this indicates, unfortunately, that our estimate was incorrect and did not reflect the true cost of the roadbed excavation. The contractor's bid in this instance reflected clearly an amount of approximately $120,000 unbalanced bidding between the clearing and grading items for the purpose of providing working capital. If the $120,000 is added to the contractor's gross bid price of $691,360 for excavation, it reflects a true price of $0.68 per cubic yard for the grading work. Use of these comparative prices brings our revised estimate to within one and a fraction per cent of the actual bid. The balance of the items, both in our original estimate and in the contractor's bid, while varying somewhat in detail, aggregate very closely to the bid prices.

After careful analysis of this project, it is my opinion that our estimate was entirely too low and should be raised. Your approval is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

Enc.
cc Mr. Forrest Cooper
Mr. Tom Edwards

TE:ar fn

ORIGINAL ESTIMATE

MYRTLE CREEK-MISSOURI BOTTOM SECTION
MYRTLE CREEK-CANYONVILLE UNIT
PACIFIC HIGHWAY
GRADING

STATION TO STATION		CU. YD.	ESTIMATE	COST
3388	3413+	548,291	80% at $0.85 20% at 0.30	$405,735.00
3413+	3414+	12,279	35% at 0.85 65% at 0.30	6,047.00
3414+	3437	424,059	15% at 0.85 85% at 0.30	162,203.00
3437	149+18	98,883	0.30	29,665.00
		1,083,512		$603,650.00

$603,650 ÷ 1,083,512 = $0.557 per cubic yard

REVISED ESTIMATE

MYRTLE CREEK-MISSOURI BOTTOM SECTION
MYRTLE CREEK-CANYONVILLE UNIT
PACIFIC HIGHWAY
GRADING

STATION TO STATION		CU. YD.	ESTIMATE	COST
3388	3413+	548,291	90% at $0.85 10% at 0.30	$435,891.00
3413+	3414+	12,279	60% at 0.85 40% at 0.30	7,736.00
3414+	3437	424,059	60% at 0.85 40% at 0.30	267,157.00
3437	149+18	98,883	0.30	29,665.00
		1,083,512		$740,449.00

$740,449 ÷ 1,083,512 = $0.68 per cubic yard

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

December 26, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your December 21, 1956 letter requesting Bureau concurrence in award of contract on Project I-78(31), Myrtle Creek-Missouri Bottom Section on the basis of the low bid which exceeded the engineer's estimate by 15.7%.

Judging from statements made by Division Engineer Frank Andrews at a meeting with the A.G.C. several months ago, which was attended by Forrest Cooper and S. H. Probert, our Division office would be unwilling to accept your present statement of justification without further amplification and analysis.

To meet these requirements, I would suggest you furnish a breakdown analysis supporting your original estimate of $0.55 per yard for unclassified excavation and a revised but similar estimate by which you arrive at a unit price of $0.68 per yard. The reasons for the increased unit price should be mentioned. For example, it might be stated that the large cut at the north end of the project was originally classified at 50% solid rock whereas a re-examination of the cut conclusively indicates an 80% classification.

Your present request will be held without action pending a reply to this letter. Should you elect to follow my suggestion, please rewrite the request for concurrence so that it will be unnecessary to forward copies of both letters to our Portland office.

Very truly yours,

CG Polk

C. G. POLK
District Engineer

RECEIVED
DEC 24 1956
FOR FILING

December 21, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

The bids received by the Oregon State Highway Commission on December 17, 1956 for the Myrtle Creek-Missouri Bottom Section indicate an overrun of $169,279.50 when compared to the Engineer's estimate of cost (Engineer's estimate - $1,077,717.50; low bid - $1,246,997.00), which is 15.7 per cent above the estimate. An analysis of the bids indicates that almost this entire overrun is occasioned by the bids on two items, which, in effect, are but a single item, that being General Excavation, Unclassified, as the contractor unbalanced his bid by bidding $143,000 for Clearing and Grubbing. The actual cost of the Clearing could not be in excess of $25,000; therefore, it is obvious that the contractor intends to provide working capital by unbalancing his grading bid in an amount of approximately $120,000.

Following is a tabulation showing the Engineer's estimate and the contractor s bid on the combined items of Clearing and Grubbing and General Excavation, Unclassified.

Engineer's Estimate

Clearing and Grubbing	$ 20,000
General Excavation, Unclassified at $0.55 per cubic yard	655,600
	$675,600

Contractor's Bid

Clearing and Grubbing	$143,000
General Excavation, Unclassified at $0.58 per cubic yard	691,360
	$834,360
Difference	$158,760

A review of the estimate and a study of the bids received indicates that our estimate was quite obviously too low in the item of General Excavation, Unclassified. In analysing, we find that, by subtracting the actual Clearing costs of $25,000 from the contractor's combined bid of $834,360 and dividing by the cubic yards of General Excavation, we arrive at a price of approximately 68 cents per cubic yard as his bid. His actual bid was 58 cents, as compared with 55 cents on our estimate. His actual bid, however, did not reflect his true bid.

This project attracted four bidders, all of them being long-established contractors, well-qualified in this type of work.

All of this indicates that, unfortunately, our estimate did not reflect the true cost of the roadbed excavation. For this reason, and taking into account the further fact that the low bidder was $57,283 below the second low bidder, it is requested that you concur in the award of this contract, based on a revised estimate for General Excabation, Unclassified, of 68 cents per cubic yard. When this is applied to our original estimate it brings it to within one and a fraction per cent of the actual bid, raising the estimate to $1,232,677.50. The other items in the bid, while varying somewhat in detail from the estimate, aggregate very close to the bid prices.

We are, as you know, in a period of rising and fluctuating prices, and it has been extremely difficult to keep abreast of the increased cost to the contractors on highway construction. However, after a careful analysis of this project, it is my opinion that our estimate was entirely too low and should be raised. Your approval is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Mr. Forrest Cooper
Mr. S. H. Probert
Mr. Tom Edwards

FC:me

RECEIVED
DEC 10 1956
FOR FILING

OREGON DISTRICT I-78(31)

4845

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 23, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-73(31), Myrtle Creek-Missouri Bottom Unit of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
DEC 7 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 5 1956
FOR FILING

E-78 (31)

4845

Salem, Oregon
October 3, 1956

MISC. CONTRACTS and AGREEMENTS No. 1785

Throughway Agreement with Douglas County
Myrtle Creek-Missouri Bottom Unit
Myrtle Creek-Canyonville Section
Pacific Highway

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached is a conformed copy of a Throughway Agreement with Douglas County covering the Myrtle Creek-Missouri Bottom Unit Myrtle Creek-Canyonville Section of the Padific Highway in Douglas County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Douglas County.

Secretary

rn
Attach: 1

FORM 230—90M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1956

SUBJECT: Throughway Agreement, Douglas County
Myrtle Creek-Missouri Bottom Unit
Myrtle Creek-Canyonville Section
Pacific Highway

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Sept 26, 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE B is to be received 9-27
Secretary

For Weaver Road structure which is a part of the unit & section mentioned above. Agreement provides for County maintenance & closure of Weaver road.

FORM E30—90M—3-55—92966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1956

SUBJECT: Throughway Agreement, Douglas County
Myrtle Creek-Missouri Bottom Unit
Myrtle Creek-Canyonville Section
Pacific Highway

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Sept 26 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE Is to be received 9-27
Secretary

For Weaver Road structure which is a part of the unit & section mentioned above agreement provides for County maintenance & closure of Weaver road.

NOTED
J. W. CATTRALL

FORM E-80—50M—6-54—78193

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1956

SUBJECT: Throughway Agreements
Myrtle Creek-Missouri Bottom Unit
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

To: Mr. John Cattrall
Engineer
City and County Relations
OFFICE

Herewith Throughway Agreements covering the Myrtle Creek-Missouri Bottom Unit of US99 in Douglas County.

If the details of this agreement meets your approval, please contact the Douglas County Court for their signature.

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

Attachments

RECEIVED
AUG 13 1956

RECEIVED
OCT 4 1956
FOR FILING

October 3, 1956

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County a fully executed copy of a Throughway Agreement between the State Highway Commission and Douglas County covering the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
AUG 13 1956
FOR FILING

Salem, Oregon
August 10, 1956

Throughway Agreements
Myrtle Creek-Missouri Bottom Unit
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

Mr. John Cattrall
Engineer
City and County Relations
OFFICE

Herewith Throughway Agreements covering the Myrtle Creek-Missouri Bottom Unit of US99 in Douglas County.

If the details of this agreement meets your approval, please contact the Douglas County Court for their signature.

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

Attachments

FORM 530—12½M—8-55—66209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1956

SUBJECT: Throughway Agreement, Douglas County
Myrtle Creek-Missouri Bottom Unit
Myrtle Creek-Canyonville Section
Pacific Highway

To: G. S. Paxson
Assistant State Highway Engineer
Office

L

Attached hereto are six copies of a proposed throughway agreement to be entered into with Douglas County relative to the Myrtle Creek-Missouri Bottom Unit, Myrtle Creek-Canyonville Section of the Pacific Highway. This agreement has been prepared in response to your request dated July 25, 1956.

Exhibit "A" which is to be made a part of this agreement will be supplied by the County and City Relations Division.

Robert P. Amacher
ROBERT P. AMACHER
Assistant Attorney

RPA:dm

Attach.

AUG 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

6-8307 Myrtle Point-Camas Valley 1957
Rock Prod. Proj.

#4846

RECEIVED
DEC 16 1957
FOR FILING

C. W. 11

December 12th, 1957

FINAL COST ANALYSIS

Myrtle Point-Camas Valley Section Rock Production
Contract #4846
C. C. Meisel, Contractor
John Gunter, Resident Engineer

Coos Bay-Roseburg Highway
Prefix 6-8307-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/4"-0 Cr. Material in Stockpile	1,856.7	Cu. Yd.	$4.02	$4.85	$ 7,463.12	$ 9,005.00
3/4"-½" Cr. Material in Stockpile	3,111.37	" "	4.02	4.85	12,506.34	15,090.14
½"-¼" Cr. Material in Stockpile	3,040.72	" "	4.02	4.85	12,222.36	14,753.46
¼"-#10 Cr. Material in Stockpile	1,603.25	" "	4.02	4.85	6,444.36	7,775.76
¼"-0 Cr. Material in Stockpile	602.25	" "	4.02	4.85	2,420.78	2,920.91
S.P. Haul Adjustment in Favor of Contractor	1,431	Yd. Mi.	0.12	0.12	171.72	171.72
					$41,228.68	$49,711.02

Gross Revenue	$49,711.02
Total Cost	41,228.68
Net Profit	$ 8,482.34

Net Profit Equals 17.0% of Gross Revenue

Detail of Cost
Jed Wilson

Labor:		
Labor	$ 9,050.97	
Labor Insurance	881.34	
Health and Welfare	235.00	
		$10,167.31
Equipment Rentals and Miscellaneous Expense:		
Equipment Rental (Own)	$ 6,506.40	
" " (Unoperated)	2,063.34	
Truck Rental (Fully-operated)	14,105.68	
Gas, Oil and Grease	1,318.90	
Powder and Caps	1,532.14	
Drill Steel	709.41	
P.L. & P.D. Insurance	68.44	
Lumber	44.91	
Freight	2,422.50	
Bond	248.56	
Small Tools	222.86	
Home Office and General Overhead	765.93	
		30,009.07
S. Elrod - Shape S.P.		1,052.30
Total Cost....................		$41,228.68

Breakdown of Crushing Cost

	Quantity	Unit	Cost	Unit Cost
Move In & Set Up	10,214.29	Cu. Yd.	$ 4,111.28	$0.40
Drill & Shoot	"	" "	6,923.03	0.68
Load & Feed Crusher	"	" "	6,470.46	0.64
Crushing	"	" "	8,565.93	0.84
Haul to Stockpile	"	" "	13,933.96	1.36
Stockpile	"	" "	1,052.30	0.10
	10,214.29	Cu. Yd.	$41,056.96	$4.02

Total Crushing Time = 320 Hours

Down Time = 40 "

Operating Time = 280 Hours

Average Crush = $\frac{10,214.29}{280}$ = 36.4 Cubic Yards

Remarks:

This was a "State Project" located on the Coos Bay-Roseburg Highway in Coos and Douglas counties. The westerly end of the project was at the east city limits of Myrtle Point. The easterly end of the project was at M.P. 43.70, which mile point is approximately 0.8 mile west of the Camas Valley store. The overall length of the project was 33.0 miles.

The work to be done under this project consisted of the furnishing of approximately 10,000 cubic yards of crushed materials in stockpiles for future use by the Maintenance Department.

The project was bid and awarded to C. C. Meisel on January 22nd, 1957. Work started on the project on June 17th, 1957 and was completed on August 2nd, 1957. The final estimate was dated August 30th, 1957.

The principal contractor hired Jed Wilson to do the crushing at $4.45 per cubic yard which left him a profit of $0.40 per cubic yard or $4,085.71.

On June 10th, 1957 the crusher operator moved in a drill crew of 2 men, a 315 compressor and wagon drill and began work. The rock broke large and a considerable amount of reshooting had to be done.

During the later part of June he moved in and set up a 3-crusher crushing plant. The crushing began on July 8th, 1957, using a 3/4 cu. yd. shovel and two 5 cu. yd. trucks to feed the plant. The crushed material was hauled to the various stockpiles in hired trucks, and the shaping of the stockpiles was also hired done.

Although the crusher operator had high shooting costs and only fair production, he made a fair profit by having good bid prices, excellent equipment and supervising the work himself.

M. N. Juve
Chief Cost Analyst

By . . F. W. Sugnet

RECEIVED
SEP 23 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 19, 1957

C-8541		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4846	3 Final	C. C. Meisel

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21370	H191981	$ 1,804.95	Sept. 19, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 130 workdays from 2-1-57

Time Extensions: None

Completion Date: July 31, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 20 1957

NOTED ON CARD

RECEIVED
SEP 23 1957
FOR FILING

[illegible]

4546

file

[illegible], Chairman of the Board
L. K. KIRK, President

Standard Accident Insurance Company
INCORPORATED 1884
CASUALTY · FIRE · MARINE · FIDFLITY · SURETY

IN REPLY REFER TO
Surety Claim
DEPARTMENT

Detroit 32

September 19, 1957

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H.B. Glaisyer

Gentlemen:

Re: Our Bond No. 955919
C.C. Meisel

We acknowledge with thanks your letter of September 11 advising with regard to information that our principal made 1payment of a sub-contract account to Woodrow G. Tucker in the amount of $347.60.

Very truly yours,

R.G. Burchell

R.G. Burchell, Manager
uh

NOTED
H. B. GLAISYER

REFERRED TO
BY SECRETARY

NOTED
FLOYD QUERY

RECEIVED
SEP 23 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 13 1957

FOR FILING

[illegible]

4771

Contract #4846

September 11, 1957

Standard Accident Insurance Co.
Detroit 32, Michigan

Gentlemen:

We have today received a carbon copy of a letter written by C. C. Meisel to Woodrow O. Tucker, Hermiston, stating that a check in the amount of $367.60 was sent to Mr. Tucker in payment of his claim against Jed Wilson, a subcontractor under Mr. Meisel, on our Contract No. 4846 for rock production on the Myrtle Point Camas Valley Section of the Coos Bay Roseburg Highway in Coos and Douglas Counties.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Mr. Robert P. Dawson
Portland Trust Building
Portland, Oregon

Mr. C. C. Meisel
Box 255
McMinnville, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD
Om

C. C. MEISEL
Box 206
McMinnville, Oregon

September 9, 1957

Mr. Woodrow G. Tucker
Route 1, Box 65A
Hermiston, Oregon

Dear Mr. Tucker:

Enclosed please find check for the amount of $347.60 to cover your bill against Mr. Jed Wilson for hauling on the Myrtle Point - Camas Valley Rock Production Project, State Highway Contract #4846.

It is understood that this pays you in full for all services rendered by you to Mr. Wilso on the above said contract.

It is regretable that the delay in payment for your hauling has occurred, but due to a latemess of receiving estimates from the State Highway Department on this job, I find that it has been necessary for Mr. Wilson to let some of his bills run over the ordinary thirty day limit.

Very truly yours,

C. C. MEISEL

CCM/mm

Copies to:

H. B. Glaisyer, Oregon State Highway Dept.
Robert Dawson, Standard Accident Insurance Co.
Mr. Jed Wilson

[illegible]
HB

NOTED ON CARD
em

RECEIVED
SEP 10 1957
FOR FILING

6-8307

4846

September 9, 1957

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32, Michigan

Gentlemen:

StateHighway Contract No. 4846 for work performed on the Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties was completed by the contractor, C. C. Meisel, McMinnville, on July 31, 1957 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,804.95 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $49,711.02, and no force account work was performed on the contract.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Mr. Robert P. Dawson
Portland Trust Building
Portland, Oregon

fp

9-9-57

RECEIVED
SEP 13 1957
FOR FILING

C3327

4846

September 3, 1957

Mr. Woodrow G. Tucker
Route 1, Box 65a
Hermiston, Oregon

Dear Mr. Tucker:

Just received is your letter of August 30, 1957, advising of your claim in the amount of $348.00 against Jed Wilson, subcontractor under C. C. Meisel, for furnishing crushed rock in stockpiles for the Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway in Coos County.

The contract to which you refer is State Highway Contract No. 4846, which was awarded to Mr. Meisel on January 22, 1957. In connection with the contract Mr. Meisel was required to furnish a performance bond which was written by the Standard Accident Insurance Company, for whom Robert P. Dawson is resident agent, with offices in the Portland Trust Building, Portland, Oregon. The State Highway Commission does not recognize subcontractors in connection with its contract work, but holds the prime contractor, in this case Mr. C. C. Meisel, responsible for the satisfactory completion of the contract, and payment of claims incurred therewith, including claims incurred by subcontractors.

Inasmuch as you have received no satisfaction from Jed Wilson for services rendered him as subcontractor, I would suggest that you present your claim to Mr. Meisel whose address is Box 206, McMinnville, Oregon. I would also suggest that you present your claim to the Standard Accident Insurance Company, c/o Robert P. Dawson, whose address I have given you above. In the event you still receive no satisfaction, I have a further suggestion to offer, that is to file your claim with the Secretary of State in conformity with the provisions of the statutes covering such matters. Enclosed are excerpts from the law for your further guidance.

REFERRED
BY SECRETARY

noted on card

NOTED ON CARD

Unless you file your claim with the Secretary of State, the surety on the bond furnished by Mr. Meisel will automatically be relieved of its obligation upon the expiration of the period of six months from acceptance of the contract by the State Highway Commission. For your information, the job was completed on July 31, 1957; however, final payment has not as yet been made for the work accomplished.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG/dp

RECEIVED
UU SEP 13 1957
FOR FILING

[illegible]

4[illegible]

File
4645

September 5, 1957

Standard Accident Insurance Company
Portland Trust Building
Portland, Oregon

ATTENTION: Robert P. Dawson

Gentlemen:

This note is simply to inform you that there was received in the office of the State Highway Commission in today's mail, a letter from Woodrow G. Tucker, Route 1, Box 55½, Hermiston, advising that he has a claim in the amount of $348 against Jed Wilson, subcontractor under C. C. Meisel in connection with State Highway Contract No. [illegible], which was awarded to Mr. Meisel on January 24, 1957, for rock production on the Myrtle Point - Camas Valley Section of the Coos Bay-Roseburg Highway, Coos County.

Mr. Tucker states that he was engaged in hauling gravel to a stockpile site from a crusher that was being operated by Mr. Wilson, and that Mr. Wilson has made no attempt to compensate him for services rendered nor has he received any information from Mr. Wilson with respect to such payment.

This information is given you as Standard Accident Insurance Company appears as surety on the performance bond for Mr. Meisel in connection with this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HGC/dp
cc: Mr. C. C. Meisel
Mr. Jed Wilson
Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

REFERRED TO
[illegible]
BY SECRETARY

note on card

NOTED ON CARD
em

File
4842

RECEIVED
SEP 13 1957
FOR FILING

1267

4746

September 5, 1957

Standard Accident Insurance Company
Portland Trust Building
Portland, Oregon

ATTENTION: Robert F. Dawson

Gentlemen:

This note is simply to inform you that there was received in the office of the State Highway Commission in today's mail, a letter from Woodrow C. Tucker, Route 1, Box 65a, Hermiston, advising that he has a claim in the amount of $348 against Jed Wilson, subcontractor under L. C. Meisel in connection with State Highway Contract No. 4842, which was awarded to Mr. Meisel on January 24, 1957, for rock production on the Myrtle Point - Camas Valley section of the Coos Bay-Roseburg Highway, Coos County.

Mr. Tucker states that he was engaged in hauling gravel to a stockpile site from a crusher that was being operated by Mr. Wilson, and that Mr. Wilson has made no attempt to compensate him for services rendered nor has he received any information from Mr. Wilson with respect to such payment.

This information is given you as Standard Accident Insurance Company appears as surety on the performance bond for Mr. Meisel in connection with this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

H.C/dp
cc: Mr. L. C. Meisel
Mr. Jed Wilson
Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

REFERRED TO
Query
BY SECRETARY

note on card

NOTED ON CARD
em

#4 11/

ANSWERED
H. B. GLAISYER

A

Route 1, Box 65a
Hermiston, Oregon
August 30, 1957

State Highway Department
Salem, Oregon

Gentlemen:

During the latter part of July, I hauled gravel from the "Ed Wilson" crusher to a stock pile. At the time Wilson's crusher was located at Bridge, Oregon and I understand they were crushing for the State Highway Department.

Wilson promised to pay me the sum of $348.00 due me during the first week of August. To date, I have received no payment and no answer to a request for payment mailed to Wilson's home address at Seaside, Oregon.

I should like any information which your department could furnish us to the present location of the Wilson crusher, and as to the

ned that
tor under
warded a
Valley
glas Counties,
event you

y Contract
Performance bond
npany, for
es in the
furnished
ut also to
e claims
The Highway
iable.

Accident
that you
e claim with
the statutues
. The claim
ation of the
acceptance
nderstanding
ed by the
ch six-month
f its obligation.

AY COMM.

August
Encl.

A

proper procedure which I should take in order to place a lien on any money still due Wilson from the State Hiway Department.

Thank you for your help in this matter.

Yours truly,

Woodrow G. Tucker

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

NOTED ON CARD

---

that
nder
d a
y
Counties,
nt you

ontract
n bond
y, for
n the
nished
lso to
aims
Highway
e.

cident
t you
laim with
statutes
The claim
on of the
ceptance
rstanding
y the
six-month
s obligation.

COMM.

proper procedure which I should take in order to place a lein on any money still due Wilson from the State Hiway Department.

Thank you for your help in this matter.

Yours truly,

Woodrow G. Tucker

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

NOTED ON CARD

hat
nder
ed a
y
Counties,
nt you

ontract
bond
ay, for
n the
nished
lso to
aims
Highway
s.

cident
t you
laim with
statutes
The claim
on of the
ceptance
rstanding
by the
six-month
s obligation.

COMM.

A

RECEIVED
SEP 3 - 1957

FOR FILING

[illegible]

4846

August 30, 1957

Mrs. Marvin Baldwin
Route 1, Box 47T
Philomath, Oregon

Dear Mrs. Baldwin:

In our telephone conversation today you mentioned that your husband has a claim against Jed Wilson, subcontractor under C. C. Meisel, to whom the State Highway Commission awarded a contract for rock production on the Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway, Coos and Douglas Counties, and you inquired how to file a claim against this job in the event you decide to make such filing.

The contract to which you refer is State Highway Contract 4846. In connection therewith Mr. Meisel furnished a ~~proposal~~ performance bond which was written by the Standard Accident Insurance Company, for whom Robert P. Dawson is the Resident Agent, with offices in the Portland Trust Building, Portland, Oregon. This bond is furnished not only to insure satisfactory completion of the project but also to protect claims that arise out of the job, whether or not the claims are incurred by Mr. Meisel himself or subcontractors. The Highway Commission holds the prime contractor responsible and liable.

It is my suggestion that you notify the Standard Accident Insurance Company of Mr. Baldwin's claim. In the event that you secure no satisfaction by so doing, then you should file the claim with the Secretary of State in conformity with the provisions of the statutues covering such matters, excerpts from which are enclosed. The claim must be filed with the Secretary of State prior to the expiration of the six-month period following completion of the contract and acceptance of the same by the State Highway Commission. It is my understanding that the job is completed but it has not as yet been accepted by the Highway Commission. Unless the claim is filed within such six-month period, the surety on the bond is automatically released of its obligation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
Encl.

RECEIVED
SEP 3 - 1957
FOR FILING

[illegible]
4846

August 30, 1957

Mrs. Marvin Baldwin
Route 1, Box 47T
Philomath, Oregon

Dear Mrs. Baldwin:

In our telephone conversation today you mentioned that your husband has a claim against Jed Wilson, subcontractor under C. C. Meisel, to whom the State Highway Commission awarded a contract for rock production on the Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway, Coos and Douglas Counties, and you inquired how to file a claim against this job in the event you decide to make such filing.

The contract to which you refer is State Highway Contract 4846. In connection therewith Mr. Meisel furnished a ~~proposal~~ performance bond which was written by the Standard Accident Insurance Company, for whom Robert P. Dawson is the Resident Agent, with offices in the Portland Trust Building, Portland, Oregon. This bond is furnished not only to insure satisfactory completion of the project but also to protect claims that arise out of the job, whether or not the claims are incurred by Mr. Meisel himself or subcontractors. The Highway Commission holds the prime contractor responsible and liable.

It is my suggestion that you notify the Standard Accident Insurance Company of Mr. Baldwin's claim. In the event that you secure no satisfaction by so doing, then you should file the claim with the Secretary of State in conformity with the provisions of the statutes covering such matters, excerpts from which are enclosed. The claim must be filed with the Secretary of State prior to the expiration of the six-month period following completion of the contract and acceptance of the same by the State Highway Commission. It is my understanding that the job is completed but it has not as yet been accepted by the Highway Commission. Unless the claim is filed within such six-month period, the surety on the bond is automatically released of its obligation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
Encl.

Porter Yett

1-4-12-13

all O.K.

" "

Bridge Ore - Coos Co

~~B.C.~~ C.C.

Jed Wilton, sub.

4846 →

B[illegible]

Rt 1 - Box 47 T

[illegible]

[illegible]

RECEIVED
AUG 30 1957
OREGON
STATE HIGHWAY COMMISSION

RTMENT

Report

ONLY

k Ending August 10, 19 57

Rock Production

6-8307

4846

lays 130

77

lapsed 59 %

$ 50,682.50

none %

100 %

ompleted July 31, 19 57

tant development, instructions to contractors,

ntities listed

CONSTRUCTION [illegible]
RECEIVED
[illegible] 1957
NOTED

Signed

Address Box 496 North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 10, 1957

Section Myrtle Point - Camas Valley

Highway Coos Bay-Roseburg County Coos-Curry

Contractor C.C. Meisel

Date of contract January 22, 1957

Date work started June 3, 1957

Project authorization $ 54,562.50

Exclusive of engineering $ 50,682.50

Kind of work Rock Production

Section prefix 6-8307

Contract number 4846

Specified work days 130

Work days used 77

Per cent of time elapsed 59 %

Estimated cost of completed project, exclusive of engineering $ 50,682.50

Estimated per cent overrun or underrun none %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 3,880.00

Engineering cost to date $ 2600, 67 %

Date project was completed July 31, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Stockpiles were remeasured final quantities listed

	Final	
3/4"-0	1,856.7	cy
2/4"-1/2	3,078.88	
1/2"-1/4	3,041.95	
1/4"-#10	1,603.25	
1/4"-0	602.25	

RECEIVED

NOTED

Signed John L. Gunter

Address Box 496 North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,000 cy		
Total quantities corrected to date			10,183		
Estimated quantities moved or placed to date			"		
Average daily quantities			800		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
FEB 26 1957
FOR FILING
[illegible]
4846

February 25, 1957

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4846, which was awarded to you by the State Highway Commission on January 22, for rock production on the Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway in Coos and Curry Counties.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1957
FOR FILING

6-8307

4846

January 24, 1957

[illegible] C. Meisel
Box 206
McMinnville, Oregon

Dear Mr. Meisel:

The State Highway Commission on January 22, 1957 awarded to you State Highway Contract No. 4846 for rock production on the Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway, in Coos and Douglas Counties.

This award was based on your bid of $48,500.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

I-78(31) Missouri Bottom-Fords Br. 1957

I-78(31) Missouri Bottom-Fords Br. 1957
Unit, Myrtle Cr.-Canyonville

RECEIVED
SEP 15 1959

FOR FILING

I-78(31)

4847

September 15, 1959

Lockyear and White, Inc.
P. O. Box 687
Longview, Wn.

Attention: Mr. Harold Lockyear
Secretary-Treasurer

Gentlemen:

This will acknowledge receipt of your communication of September 11 regarding Kuckenberg Construction Co. Contract No. 4847 for grading the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

Our Office Engineering Division has given us the final figures for Items 22 and 23 on this project, as follows:

No. 22 - Class "A" Concrete - 131.2 cu. yds. - $8,528.00
No. 23 - Metal Reinforcement - 25,544 lbs. - 3,831.60

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

LOCKYEAR AND WHITE, INC.
GENERAL CONTRACTORS
LONGVIEW, WN.

September 11, 1959

State of Oregon
State Highway Department
Salem, Oregon

Re: Contract No. 4847
Missouri Bottom-Fords Brdg
Contractor:Kuckenberg Const. Co.

[illegible].

Gentlemen:

Would you please send us the final figures for Items No. 22 and No. 23 on the above project. We were subcontractors for Kuckenberg Construction Company.

Thank you.

Yours very truly,

LOCKYEAR & WHITE, INC.

Harold Lockyear
Harold Lockyear, Sec. Treas.

HL:br

Cc, please prepare reply
JG

#22 Class "A" concrete 131.2 cu.yds. $8,528.00

#23 Metal Reinforcement [illegible] lbs. $3,251.60

RECEIVED
SEP 14 1959
OREGON
STATE HIGHWAY COMMISSION

Contract No. 4827

Monthly transaction number RECEIVED 9-1	For -2A (5-3 -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number AUG 1959 10 FOR FILING ~~I-78(31)~~	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
		Project number I-5-2(4)103 Old I-78(31)

4827

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **June 12**, 19**57**, is hereby modified as follows:

Revised estimated total cost of project	$ **3,378,496**
Revised Federal funds	$ **3,121,391**
Other revisions **None**	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **27** day of **August**, 19**59**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

Deputy **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: R. C. Wright
R. C. Wright
Administrative Manager

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

When replying, refer to
08-35.5

August 20, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed modification of Federal-aid project agreement and one copy of approved detail estimate for the following project:

I-5-2(4)103 Myrtle Creek-Fords Bridge Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours
C G Polk
C. G. Polk
Division Engineer

Encls.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

August 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Myrtle Creek-Fords Bridge Section, Project No. I-5-2(4)103.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

August 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Myrtle Creek-Fords Bridge Section, Project No. I-5-2(4)103.

The estimate has been revised to include work performed by California Oregon Power Co., California-Pacific Utilities Co. and Pacific Telephone and Telegraph Co.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

Federal Aid
Project No. I-5-2(4)103

Oregon State Highway Department

MYRTLE CREEK-FORDS BRIDGE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for Modification of Project Agreement. Based on constructed quantities at low bid prices, approved Price Agreement, Extra Work Orders, etc. Estimate has been revised to include work performed by California Oregon Power Co., California-Pacific Utilities Co. and Pacific Telephone and Telegraph Co.)

Salem, Oregon, August 17, 1959

Type Code X721
Weaver Road Undercrossing (Sta. 82+40.02)(Contract No. 4827)

Structural Excavation	47.5	cu. yds.	$6.00	$ 285.00
Furnish Treated Timber Piling	2,800	lin. ft.	1.90	5,320.00
Drive Timber Piles	80	only	70.00	5,600.00
Furnish Steel Pile Shells	500	lin. ft.	3.60	1,800.00
Drive Steel Pile Shells	10	only	100.00	1,000.00
Class "A" Concrete	452.85	cu. yds.	68.00	30,793.80
Metal Reinforcement	91,608	lbs.	0.117	10,718.14
8-inch Metal Drain Pipe	122	lin. ft.	4.00	488.00
				$ 56,004.94
PA #1 Cement Adjustment	21.41	sacks	1.1781	25.22 Cr.
				$ 55,979.72

Type Code X121
Weaver Road Overcrossing of SPRR (Sta. 82+40.02)(Contract No. 4827)

Structural Excavation	36.8	cu. yds.	$6.00	$ 220.80
Furnish Treated Timber Piling	1,120	lin. ft.	1.90	2,128.00
Drive Timber Piles	32	only	70.00	2,240.00
Furnish Steel Pile Shells	500	lin. ft.	3.60	1,800.00
Drive Steel Pile Shells	10	only	100.00	1,000.00
Class "A" Concrete	240.93	cu. yds.	78.00	18,792.54
Metal Reinforcement	52,644	lbs.	0.117	6,159.35
8-inch Metal Drain Pipe	149	lin. ft.	4.00	596.00
				$ 32,936.69
PA #1 Cement Adjustment	12.59	sacks	1.1781	14.84 Cr.
Work Performed by SPRR Co.	All	Required		1,304.94
				$ 34,226.79

Type Code X031
Missouri Bottom Bridge (Sta. 147+89.50 to Sta. 153+77.50)(Contract No. 4822)

Shoring, Cribbing, Etc.	All	Required	$	$ 50,792.00
Structural Excavation	2,179.63	cu. yds.	20.00	43,592.60
Excavation Below Elevation Shown	46.82	cu. yds.	20.00	936.40
Furnish Steel Pile Shells	800	lin. ft.	4.00	3,200.00
Drive Steel Pile Shells	20	only	100.00	2,000.00
Class "A" Concrete	2,281.8	cu. yds.	60.00	136,908.00
Metal Reinforcement	427,368.06	lbs.	0.13	55,557.85
Structural Steel	All	Required		223,000.00
Metal Rail	2,380	lin. ft.	3.00	23,800.00
8-inch Metal Drain Pipe	149.5	lin. ft.	3.00	448.50
				$540,235.35

PA #1 Cement Adjustment	147 sacks	$1.1781	$ 173.19	Cr.
PA #5 Adj. for added floor beam stiffeners	22,858 lbs.	0.241	5,508.78	
PA #6 Adj. for added filler plates	443 lbs.	0.241	106.76	
PA #7 Revise Piers #2 and #3	All Required		8,456.00	
			$554,133.70	

Type Code X721
Chadwick Lane Undercrossing (Sta. 180+94.89)(Contract No. 4822)

Structural Excavation	336.09 cu. yds.	$5.00	$ 1,680.45	
Furnish Steel Pile Shells	280 lin. ft.	4.00	1,120.00	
Drive Steel Pile Shells	8 only	150.00	1,200.00	
Class "A" Concrete	452.75 cu. yds.	85.00	38,483.75	
Metal Reinforcement	108,165 lbs.	0.13	14,061.45	
8-inch Metal Drain Pipe	200.5 lin. ft.	3.00	601.50	
			$ 57,147.15	
PA #1 Cement Adjustment	30.70 sacks	1.1781	36.17	Cr.
			$ 57,110.98	

Type Code X721
Pacific Highway Undercrossing (Riddle Road) (Sta. 228+17.61)(Contract No. 4822)

Structural Excavation	468.6 cu. yds.	$4.00	$ 1,874.40	
Furnish Steel Pile Shells	300 lin. ft.	4.00	1,200.00	
Drive Steel Pile Shells	8 only	120.00	960.00	
Class "A" Concrete	461.48 cu. yds.	76.00	35,072.48	
Metal Reinforcement	108,958.42 lbs.	0.11	11,985.43	
8-inch Metal Drain Pipe	109 lin. ft.	3.00	327.00	
			$ 51,419.31	
PA #1 Cement Adjustment	33.32 sacks	1.1781	39.26	Cr.
			$ 51,380.05	

Subtotal	$752,831.24
Engr. & Cont.	44,028.01
Total	$796,859.25

Length of 5 Structures - - - - - - - 0.111 Mile
Length of 2 Structures - - - - - - - 0.071 Mile (Exception)
Total Length - - - - - - - - - - - - 0.182 Mile

Type Code 0010
Roadway (Sta. 3388+64.53 thru equa. 3460+12.63-67+09.98 to Sta. 147+89.50)
(Contract No. 4845)

Clearing and Grubbing	All Required	$	$143,000.00
Drainage Excavation, Unclassified	11,121.6 cu. yds.	3.00	33,364.80
General Excavation, Unclassified	1,145,780 cu. yds.	0.58	664,552.40
Truck Haul	1,469,095 yd. mi.	0.23	337,891.85
Excavating and Placing Topsoil	20,800 cu. yds.	1.00	20,800.00
Finishing Roadbed and Slopes	All Required		10,000.00
Rounding Cutbanks	2,315 lin. ft.	0.20	463.00
24-inch Corrugated Metal Pipe	52 lin. ft.	7.00	364.00
6-inch Perforated Metal Drain Pipe	2,452 lin. ft.	2.50	6,130.00
12-inch Metal Drain Pipe	296 lin. ft.	3.50	1,036.00
15-inch Metal Drain Pipe	300 lin. ft.	4.00	1,200.00

12-inch Concrete Pipe	1,542	lin. ft.	$2.30	$ 3,546.60
18-inch Concrete Pipe	1,756	lin. ft.	4.50	7,902.00
24-inch Concrete Pipe	328	lin. ft.	5.50	1,804.00
30-inch Concrete Pipe	444	lin. ft.	8.00	3,552.00
36-inch Concrete Pipe	356	lin. ft.	10.50	3,738.00
12-inch Metal End Sections	12	only	26.00	312.00
18-inch Metal End Sections	2	only	37.00	74.00
Special Backfill in Drains	276	cu. yds.	6.00	1,656.00
Grouted Rock Inlets and Outlets	104.82	cu. yds.	100.00	10,482.00
36-inch Tide Gate	1	only	250.00	250.00
Type 2 Fence	1,427	rods	4.50	6,421.50
14' x 48" Metal Gate	15	only	75.00	1,125.00
Selected Roadbed Topping	1,725	cu. yds.	0.90	1,552.50
Hauling Roadbed Topping	2,040	yd. mi.	0.20	408.00
Sprinkling	1,521	M-gal.	3.00	4,563.00
				$1,266,188.65
EWO #1 Flagging (57½% of Contractor's Cost)	All	Required		6,827.29
EWO #2 Grade Temporary Road	All	Required		767.96
EWO #6 Slide Correction	All	Required		10,582.57
EWO #7 Clean Culvert	All	Required		668.93
PA #1 Extra Clearing and Grubbing	5.13	acres	725.00	3,719.25
PA #2 8" Metal Drain Pipe	2,176	lin. ft.	2.60	5,657.60
PA #3 Slide Excavation	190,266.5	cu. yds.	0.58	110,354.57
SFO 224 Seeding Slopes	All	Required		1,960.37
SFO 233 Install Horizontal Drains in Cutbanks	1,780	lin. ft.	4.00	7,120.00
SFO 238 Mulching	All	Required		1,111.19
Work by the Pacific Telephone & Telegraph Co.				5,494.26
Work by the California-Pacific Utilities Co.				217.46
Work by the California Oregon Power Co.				747.76
				$1,421,417.86

Type Code 0010
Roadway (Sta. 153+77.50 to Sta. 326+00)(Contract No. 4847)

Clearing and Grubbing	All	Required	$	$ 84,100.00
Drainage Excavation, Unclassified	3,837.99	cu. yds.	2.00	7,675.98
Special Ditch Excavation, Unclassified	2,546.8	cu. yds.	3.00	7,640.40
General Excavation, Location "A", Unclassified	306,954.4	cu. yds.	0.40	122,781.76
General Excavation, Location "B", Unclassified	493,173.3	cu. yds.	1.00	493,173.30
Short Overhaul	2,693,810	yd. sta.	0.01	26,938.10
Long Overhaul	220,875	C-yd.sta.	0.25	55,218.75
Excavating and Placing Topsoil	20,700	cu. yds.	1.50	31,050.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	6,193	lin. ft.	0.15	928.95
12-inch Concrete Pipe	926	lin. ft.	2.15	1,990.90
18-inch Concrete Pipe	2,590	lin. ft.	3.80	9,842.00
24-inch Concrete Pipe	512	lin. ft.	6.00	3,072.00
36-inch Concrete Pipe	188	lin. ft.	10.00	1,880.00
60-inch Corrugated Metal Pipe	502	lin. ft.	25.00	12,550.00
8-inch Sewer Pipe	790	lin. ft.	1.50	1,185.00
18-inch Metal End Section	11	only	35.00	385.00

24-inch Metal End Section	4	only	$60.00	$ 240.00
Class "A" Concrete	131.2	cu. yds.	65.00	8,528.00
Metal Reinforcement	25,544	lbs.	0.15	3,831.60
Type 2 Fence	2,078.87	rods	5.50	11,433.79
Coarse Crushed Material in Base	10,986.5	cu. yds.	2.50	27,466.25
3/4" - 0 Material in Base	2,820	cu. yds.	3.25	9,165.00
Sprinkling	5,467.15	M-gal.	3.00	16,401.45
Furnishing and Placing Aggregates	426	cu. yds.	5.00	2,130.00
120-150 Asphalt	21.78	tons	50.00	1,089.00
RS-1 Asphalt	17.83	tons	52.00	927.16
Detour Structure	All	Required		19,000.00
				$962,624.39
EWO #1 Flagging (57½% of Contractor's Cost)	All	Required		7,355.03
EWO #2 Install 6" Irrigation Pipe	All	Required		3,555.17
EWO #3 Selected Gravel at Bridge Ends	All	Required		89.21
EWO #4 Fine Material on Detour Road	All	Required		800.50
EWO #6 Remove Rock Point in River Channel	All	Required		1,809.65
EWO #7 Install Corrugated Metal Pipe	All	Required		1,419.11
EWO #8 Construct Drain Ditch	All	Required		348.81
EWO #9 Drill and Shoot Dangerous Overhang	All	Required		990.76
EWO #10 Regrade Median Area	All	Required		3,400.66
EWO #14 Slide Removal	All	Required		2,080.60
PA #1 Class "B" Asphaltic Concrete Mixture	2,489.99	tons	3.75	9,337.46
PA #1 85-100 Asphalt in Mixture	136.97	tons	35.50	4,862.44
PA #3 Cement Adjustment	1.28	bbls.	4.7124	6.03 Cr.
SPO 224 Seeding Slopes	All	Required		1,371.23
SPO 238 Mulching Slopes	All	Required		1,941.84
SPO 263 Install Guard Rail and Sight Posts	All	Required		1,498.63
Work by the California Oregon Power Co.				842.84
				$1,004,322.30

Subtotal	$2,425,740.16
Engr. & Cont.	155,896.30
Total	$2,581,636.46

Length of Roadway - - - - - - 6.071 Miles
Cost of Roadway Per Mile- - - $425,240.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,581,636.46	$2,385,174.00	$196,462.46
Structures	796,859.25	736,217.00	60,642.25
	$3,378,495.71	$3,121,391.00	$257,104.71

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

MYRTLE CREEK-FORKS BRIDGE SECTION

PROJECT NO. I-5-2(4)103

Summary of work to be performed by Calif. Oregon Power Co.

Material		$ 681.33
Labor		339.00
Transportation		73.98
		$ 1,094.31
	Less Salvage & Betterment	251.47
	Use Total	$ 842.84

Summary of work to be performed by Calif.-Pacific Utilities Co.

Material		$ 80.04
Labor		116.42
Transportation		21.00
	Use Total	$ 217.46

Summary of work to be performed by Calif. Oregon Power Co.

Material		$ 340.90
Labor		548.10
Transportation		87.66
		$ 976.66
	Less Salvage & Depreciation	228.90
	Use Total	$ 747.76

Summary of work to be performed by Pacific Telephone & Telegraph Co.

Material		$ 1,517.69
Labor		1,456.30
Transportation		263.93
Supervision		489.89
Misc. Expenses		1,992.53
		$ 5,720.34
	Less Salvage	226.08
	Use Total	$ 5,494.26

Summary of work to be performed by Southern Pacific Co.

Place & Remove Telltales	$ 331.06
Remove & Replace Signal Pole Line	541.81
Shorten Signal Masts	146.11
Accounting	285.96
Use Total	$ 1,304.94

Form PR 2 (Revised [illegible])

RECEIVED
FOR FILING

4847

State Oregon
Project No. I-78(31)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12 th day of June, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of July, 1956, a program, which was approved on the 29th day of August, 1956, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 10th day of September, 1956, and the sum of three million, seventy eight thousand, and 00/100 dollars ($ 3,078,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 3388+64.53 and 326+00 south of Roseburg.

, length 6.182 miles, in Douglas County,

being Oregon project No. I-78(31), consisting of 6.071 miles of

roadway and five bridges, each of more than 20 feet clear span, 0.111 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 3388+64.53 and 326+00 south of Roseburg.

, length 6.182 miles, in Douglas County, being Oregon project No. I-78(31), consisting of 6.071 miles of roadway and five bridges, each of more than 20 feet clear span, 0.111 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

three million, seventy eight thousand, and 00/100

dollars ($ 3,078,000.00), which does not exceed the authorized Federal pro rata share of

three million, three hundred thirty one thousand, seven hundred thirty one and 70/100

dollars ($3,331,731.70), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By C. G. POLK
Division Engineer,
Bureau of Public Roads.

E. H. Cowan
By: E. H. COWAN
Acting Division Engineer

U. S. GOVERNMENT PRINTING OFFICE 16—11879-5

June 4, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the Myrtle Creek-Fords Bridge Section, Project No. I-78(31).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmr

April 12, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as basis for project agreement for the Myrtle Creek-Fords Bridge Section, Project No. I-78(3)).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MC:ia

Oregon State Highway Department

Federal Aid
Project No. 1-78(31)

MYRTLE CREEK-FORDS BRIDGE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1957

Type Code X721
Weaver Road Undercrossing (Sta. 82+40.02)(Contract No. 4827)

30	cu. yds.	Structural Excavation	$6.00	$ 180.00
2,800	lin. ft.	Furnish Treated Timber Piling	1.90	5,320.00
80	only	Drive Timber Piles	70.00	5,600.00
500	lin. ft.	Furnish Steel Pile Shells	3.60	1,800.00
10	only	Drive Steel Pile Shells	100.00	1,000.00
480	cu. yds.	Class "A" Concrete	68.00	32,640.00
100,000	lbs.	Metal Reinforcement	0.117	11,700.00
90	lin. ft.	8-inch Metal Drain Pipe	4.00	360.00
				$ 58,600.00

Type Code X121
Weaver Road Overcrossing of S.P.R.R. (Sta. 82+40.02)(Contract No. 4827)

50	cu. yds.	Structural Excavation	$6.00	$ 300.00
1,120	lin. ft.	Furnish Treated Timber Piling	1.90	2,128.00
32	only	Drive Timber Piles	70.00	2,240.00
500	lin. ft.	Furnish Steel Pile Shells	3.60	1,800.00
10	only	Drive Steel Pile Shells	100.00	1,000.00
260	cu. yds.	Class "A" Concrete	78.00	20,280.00
60,000	lbs.	Metal Reinforcement	0.117	7,020.00
90	lin. ft.	8-inch Metal Drain Pipe	4.00	360.00
				$ 35,128.00
All	Required	Work Performed by S.P.R.R. Co.		7,317.00
				$ 42,445.00

Type Code X031
Missouri Bottom Bridge (Sta. 147+89.50 to Sta. 153+77.50)(Contract No. 4822)

All	Required	Shoring, Cribbing, Etc.	$	$ 50,792.00
1,050	cu. yds.	Structural Excavation	20.00	21,000.00
50	cu. yds.	Excavation Below Elevation Shown	20.00	1,000.00
800	lin. ft.	Furnish Steel Pile Shells	4.00	3,200.00
20	only	Drive Steel Pile Shells	100.00	2,000.00
2,250	cu. yds.	Class "A" Concrete	60.00	135,000.00
425,000	cu. yds.	Metal Reinforcement	0.13	55,250.00
All	Required	Structural Steel		223,000.00
2,390	lin. ft.	Metal Rail	10.00	23,900.00
70	lin. ft.	8-inch Metal Drain Pipe	3.00	210.00
				$515,352.00

Type Code X721
Chadwick Lane Undercrossing (Sta. 180+24.89)(Contract No. 4822)

250	cu. yds.	Structural Excavation	$5.00	$ 1,250.00
280	lin. ft.	Furnish Steel Pile Shells	4.00	1,120.00
8	only	Drive Steel Pile Shells	150.00	1,200.00
470	cu. yds.	Class "A" Concrete	85.00	39,950.00
120,000	lbs.	Metal Reinforcement	0.13	15,600.00
190	lin. ft.	8-inch Metal Drain Pipe	3.00	570.00
				$ 59,690.00

Type Code X721
Pacific Highway Undercrossing (Middle Road)(Sta. 228+17.61)(Contract No. 4822)

520	cu. yds.	Structural Excavation	$4.00	$ 2,080.00
300	lin. ft.	Furnish Steel Pile Shells	4.00	1,200.00
8	only	Drive Steel Pile Shells	120.00	960.00
510	cu. yds.	Class "A" Concrete	76.00	38,760.00
115,000	lbs.	Metal Reinforcement	0.11	12,650.00
90	lin. ft.	8-inch Metal Drain Pipe	3.00	270.00
				$ 55,920.00

Subtotal	732,007.00
10% Engr. & Cont.	73,200.70
Total	$805,207.70

Length of 5 Structures	0.111 Mile
Length of 2 Structures	0.071 Mile (Exception)
Total Length	0.182 Mile

Type Code 0010
Roadway (Sta. 3388+64.53 Thru Equa. 3460+12.63=67+09.98 to Sta. 147+89.50)
(Contract No. 1645)

All	Required	Clearing and Grubbing	$	$143,000.00
11,300	cu. yds.	Drainage Excavation, Unclassified	3.00	33,900.00
1,192,000	cu. yds.	General Excavation, Unclassified	0.58	691,360.00
1,259,000	yd. mi.	Truck Haul	0.23	289,570.00
19,500	cu. yds.	Excavating and Placing Topsoil	1.00	19,500.00
All	Required	Finishing Roadbed and Slopes		10,000.00
5,000	lin. ft.	Rounding Cutbanks	0.20	1,000.00
40	lin. ft.	12-inch Corrugated Metal Pipe	3.20	128.00
220	lin. ft.	24-inch Corrugated Metal Pipe	7.00	1,540.00
1,390	lin. ft.	6-inch Perforated Metal Drain Pipe	2.50	3,475.00
1,300	lin. ft.	12-inch Metal Drain Pipe	3.50	4,550.00
460	lin. ft.	15-inch Metal Drain Pipe	4.00	1,840.00
1,600	lin. ft.	12-inch Concrete Pipe	2.30	3,680.00
1,400	lin. ft.	18-inch Concrete Pipe	4.50	6,300.00
300	lin. ft.	24-inch Concrete Pipe	5.50	1,690.00
500	lin. ft.	30-inch Concrete Pipe	8.00	4,000.00
230	lin. ft.	36-inch Concrete Pipe	10.50	2,415.00
18	only	12-inch Metal End Sections	26.00	468.00
3	only	18-inch Metal End Sections	37.00	111.00
4	only	15-inch Elliptical Inlets for Pipe Drains	65.00	260.00
300	cu. yds.	Special Backfill in Drains	6.00	1,800.00

Type Code X721
Chadwick Lane Undercrossing (Sta. 180+24.89)(Contract No. 4822)

250 cu. yds.	Structural Excavation	$5.00	$ 1,250.00
280 lin. ft.	Furnish Steel Pile Shells	4.00	1,120.00
8 only	Drive Steel Pile Shells	150.00	1,200.00
470 cu. yds.	Class "A" Concrete	85.00	39,950.00
120,000 lbs.	Metal Reinforcement	0.13	15,600.00
190 lin. ft.	8-inch Metal Drain Pipe	3.00	570.00
			$ 59,690.00

Type Code X721
Pacific Highway Undercrossing (Middle Road)(Sta. 228+17.61)(Contract No. 4822)

520 cu. yds.	Structural Excavation	$4.00	$ 2,080.00
300 lin. ft.	Furnish Steel Pile Shells	4.00	1,200.00
8 only	Drive Steel Pile Shells	120.00	960.00
510 cu. yds.	Class "A" Concrete	76.00	38,760.00
115,000 lbs.	Metal Reinforcement	0.11	12,650.00
90 lin. ft.	8-inch Metal Drain Pipe	3.00	270.00
			$ 55,920.00

Subtotal	732,007.00
10% Engr. & Cont.	73,200.70
Total	$805,207.70

Length of 5 Structures	0.111 Mile
Length of 2 Structures	0.071 Mile (Exception)
Total Length	0.182 Mile

Type Code 0010
Roadway (Sta. 3388+64.53 Thru Equa. 3460+12.63=67+09.98 to Sta. 147+89.50)
(Contract No. 4245)

All Required	Clearing and Grubbing	$	$143,000.00
11,300 cu. yds.	Drainage Excavation, Unclassified	3.00	33,900.00
1,192,000 cu. yds.	General Excavation, Unclassified	0.58	691,360.00
1,259,000 yd. mi.	Truck Haul	0.23	289,570.00
19,500 cu. yds.	Excavating and Placing Topsoil	1.00	19,500.00
All Required	Finishing Roadbed and Slopes		10,000.00
5,000 lin. ft.	Rounding Cutbanks	0.20	1,000.00
40 lin. ft.	12-inch Corrugated Metal Pipe	3.20	128.00
220 lin. ft.	24-inch Corrugated Metal Pipe	7.00	1,540.00
1,390 lin. ft.	6-inch Perforated Metal Drain Pipe	2.50	3,475.00
1,300 lin. ft.	12-inch Metal Drain Pipe	3.50	4,550.00
460 lin. ft.	15-inch Metal Drain Pipe	4.00	1,840.00
1,600 lin. ft.	12-inch Concrete Pipe	2.30	3,680.00
1,400 lin. ft.	18-inch Concrete Pipe	4.50	6,300.00
300 lin. ft.	24-inch Concrete Pipe	5.50	1,650.00
500 lin. ft.	30-inch Concrete Pipe	8.00	4,000.00
230 lin. ft.	36-inch Concrete Pipe	10.50	2,415.00
18 only	12-inch Metal End Sections	26.00	468.00
3 only	18-inch Metal End Sections	37.00	111.00
4 only	15-inch Elliptical Inlets for Pipe Drains	65.00	260.00
300 cu. yds.	Special Backfill in Drains	6.00	1,800.00

60 cu. yds.	Grouted Rock Inlets and Outlets	$100.00	$ 6,000.00
1 only	24-inch Tide Gate	150.00	150.00
1 only	36-inch Tide Gate	250.00	250.00
1,400 rods	Type 2 Fence	4.50	6,300.00
14 only	14' x 48" Metal Gate	75.00	1,050.00
2,600 cu. yds.	Selected Roadbed Topping	0.90	2,340.00
2,000 yd. mi.	Hauling Roadbed Topping	0.20	400.00
80 M-gal.	Sprinkling	3.00	240.00
120 cu. yds.	Class "A" Concrete	60.00	7,200.00
16,800 lbs.	Metal Reinforcement	0.15	2,520.00
			$1,246,997.00

Type Code 0010
Roadway (Sta. 153+77.50 to Sta. 326+00)(Contract No. 4847)

All Required	Clearing and Grubbing	$	$ 84,100.00
2,800 cu. yds.	Drainage Excavation, Unclassified	2.00	5,600.00
3,600 cu. yds.	Special Ditch Excavation, Unclassified	3.00	10,800.00
360,000 cu. yds.	General Excavation, Location "A", Unclassified	0.40	144,000.00
541,000 cu. yds.	General Excavation, Location "B", Unclassified	1.00	541,000.00
2,500 cu. yds.	Channel Change Excavation, Solid Rock	3.00	7,500.00
3,109,000 yd.sta.	Short Overhaul	0.01	31,090.00
300,000 C-y.sta.	Long Overhaul	0.25	75,000.00
18,000 cu. yds.	Excavating and Placing Topsoil	1.50	27,000.00
All Required	Finishing Roadbed and Slopes		2,000.00
4,300 lin. ft.	Rounding Cutbanks	0.15	645.00
800 lin. ft.	12-inch Concrete Pipe	2.15	1,720.00
2,500 lin. ft.	18-inch Concrete Pipe	3.80	9,500.00
600 lin. ft.	24-inch Concrete Pipe	6.00	3,600.00
180 lin. ft.	36-inch Concrete Pipe	10.00	1,800.00
500 lin. ft.	60-inch Corrugated Metal Pipe	25.00	12,500.00
900 lin. ft.	8-inch Sewer Pipe	1.50	1,350.00
10 only	18-inch Metal End Section	35.00	350.00
4 only	24-inch Metal End Section	60.00	240.00
1 only	18-inch Metal Tide Gates	100.00	100.00
2 only	Concrete Catch Basins	100.00	200.00
160 cu. yds.	Class "A" Concrete	65.00	10,400.00
25,000 lbs.	Metal Reinforcement	0.15	3,750.00
2,100 rods	Type 2 Fence	5.50	11,550.00
10,000 cu. yds.	Coarse Crushed Material in Base	2.50	25,000.00
2,200 cu. yds.	3/4" - 0 Material in Base	3.25	7,150.00
460 M-gal.	Sprinkling	3.00	1,380.00
1,150 cu. yds.	Furnishing and Placing Aggregates	5.00	5,750.00
80 tons	120-150 Asphalt	50.00	4,000.00
34 tons	RS-1 Asphalt	52.00	1,768.00
All Required	Detour Structure		19,000.00
			$1,049,843.00
		Subtotal	2,296,840.00
		10% Engr. & Cont.	229,684.00
		Total	$2,526,524.00

Length of Roadway 6.071 Miles
Cost of Roadway Per Mi. $422,539.94

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,526,524.00	$2,334,114.00	$192,410.00
Structures	805,207.70	743,886.00	61,321.70
	$3,331,731.70	$3,078,000.00	$253,731.70

MYRTLE CREEK-FORDS BRIDGE SECTION

PROJECT NO. I-78(32)

Summary of Work to be Performed by S.P. Co.

1.	Place and Remove Telltales	$ 545.00
2.	Remove and Replace Signal Pole Lines	1,265.00
3.	Shorten Signal Masts	121.00
4.	Engineering and Inspection	4,397.00
5.	Handling Materials	37.00
6.	Vacation	200.00
7.	Holiday Pay	100.00
8.	Health and Welfare	100.00
9.	Insurance, Property and Liability	342.00
10.	R.R. Retirement and Unemployment Insurance	310.00
		$7,417.00
	Less Salvage	100.00
	Total	$7,317.00

Oregon State Highway Department

Federal Aid
Project No. I-78(31)

MYRTLE CREEK-FORDS BRIDGE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement)

Salem, Oregon, Dec. 28, 1956

Type Code X721
Weaver Road Undercrossing (Sta. 82+40.02)(Contract No.4827)

30 cu. yds.	Structural Excavation	$6.00	$ 180.00
2,800 lin. ft.	Furnish Treated Timber Piling	1.90	5,320.00
80 only	Drive Timber Piles	70.00	5,600.00
500 lin. ft.	Furnish Steel Pile Shells	3.60	1,800.00
10 only	Drive Steel Pile Shells	100.00	1,000.00
480 cu. yds.	Class "A" Concrete	68.00	32,640.00
100,000 lbs.	Metal Reinforcement	0.117	11,700.00
90 lin. ft.	8 Inch Metal Drain Pipe	4.00	360.00
			$ 58,600.00

Type Code X121
Weaver Road Overcrossing of SPRR (Sta. 82+40.02)(Contract No. 4827)

50 cu. yds.	Structural Excavation	$6.00	$ 300.00
1,120 lin. ft.	Furnish Treated Timber Piling	1.90	2,128.00
32 only	Drive Timber Piles	70.00	2,240.00
500 lin. ft.	Furnish Steel Pile Shells	3.60	1,800.00
10 only	Drive Steel Pile Shells	100.00	1,000.00
260 cu. yds.	Class "A" Concrete	78.00	20,280.00
60,000 lbs.	Metal Reinforcement	0.117	7,020.00
90 lin. ft.	8 Inch Metal Drain Pipe	4.00	360.00
			$ 35,128.00
All Required	Work Performed by SP RR Co.		7,317.00
			$ 42,445.00

Type Code X031
Missouri Bottom Bridge (Sta. 147+89.50 to Sta. 153+77.50) (Contract No. 4822)

All Required	Shoring, Cribbing, Etc.		$ 50,792.00
1,050 cu. yds.	Structural Excavation	$20.00	21,000.00
50 cu. yds.	Excavation Below Elevation Shown	20.00	1,000.00
800 lin. ft.	Furnish Steel Pile Shells	4.00	3,200.00
20 only	Drive Steel Pile Shells	100.00	2,000.00

2,250 cu. yds.	Class "A" Concrete	$60.00	$135,000.00
425,000 lbs.	Metal Reinforcement	0.13	55,250.00
All Required	Structural Steel		223,000.00
2,390 lin. ft.	Metal Rail	10.00	23,900.00
70 lin. ft.	8 Inch Metal Drain Pipe	3.00	210.00
			$515,352.00

Type Code X721
Chadwick Lane Undercrossing (Sta. 180+94.89) (Contract No. 4822)

250 cu. yds.	Structural Excavation	$5.00	$ 1,250.00
280 lin. ft.	Furnish Steel Pile Shells	4.00	1,120.00
8 only	Drive Steel Pile Shells	150.00	1,200.00
470 cu. yds.	Class "A" Concrete	85.00	39,950.00
120,000 lbs.	Metal Reinforcement	0.13	15,600.00
190 lin. ft.	8 Inch Metal Drain Pipe	3.00	570.00
			$ 59,690.00

Type Code X721
Pacific Highway Undercrossing (Middle Road) (Sta. 228+17.61) (Contract No. 4822)

520 cu. yds.	Structural Excavation	$4.00	$ 2,080.00
300 lin. ft.	Furnish Steel Pile Shells	4.00	1,200.00
8 only	Drive Steel Pile Shells	120.00	960.00
510 cu. yds.	Class "A" Concrete	76.00	38,760.00
115,000 lbs.	Metal Reinforcement	0.11	12,650.00
90 lin. ft.	8 Inch Metal Drain Pipe	3.00	270.00
			$ 55,920.00
	Subtotal		$732,007.00
	10% Engr. & Cont.		73,200.70
	Total		$805,207.70

Length of 5 Structures	0.111 Mile
Length of 2 Structures	0.071 Mile (Exception)
Total Length	0.182 Mile

Type Code 0010
Roadway (Sta. 3388+64.53 thru Equa. 3460+12.63=67+09.98 to Sta. 147+89.50)(Low Bid Prices)

All Required	Clearing and Grubbing		$143,000.00
11,300 cu. yds.	Drainage Excavation, Unclassified	$3.00	33,900.00
1,192,000 cu. yds.	General Excavation, Unclassified	0.58	691,360.00
1,259,000 yd. mi.	Truck Haul	0.23	289,570.00
19,500 cu. yds.	Excavating and Placing Topsoil	1.00	19,500.00
All Required	Finishing Roadbed and Slopes		10,000.00

5,000 lin. ft.	Rounding Cutbanks	$0.20	$ 1,000.00
40 lin. ft.	12 Inch Corrugated Metal Pipe	3.20	128.00
220 lin. ft.	24 Inch Corrugated Metal Pipe	7.00	1,540.00
1,390 lin. ft.	6 Inch Perforated Metal Drain Pipe	2.50	3,475.00
1,300 lin. ft.	12 Inch Metal Drain Pipe	3.50	4,550.00
460 lin. ft.	15 Inch Metal Drain Pipe	4.00	1,840.00
1,600 lin. ft.	12 Inch Concrete Pipe	2.30	3,680.00
1,400 lin. ft.	18 Inch Concrete Pipe	4.50	6,300.00
300 lin. ft.	24 Inch Concrete Pipe	5.50	1,650.00
500 lin. ft.	30 Inch Concrete Pipe	8.00	4,000.00
230 lin. ft.	36 Inch Concrete Pipe	10.50	2,415.00
18 only	12 Inch Metal End Sections	26.00	468.00
3 only	18 Inch Metal End Sections	37.00	111.00
4 only	15 Inch Elliptical Inlets for Pipe Drains	65.00	260.00
300 cu. yds.	Special Backfill in Drains	6.00	1,800.00
60 cu. yds.	Grouted Rock Inlets and Outlets	100.00	6,000.00
1 only	24 Inch Tide Gate	150.00	150.00
1 only	36 Inch Tide Gate	250.00	250.00
1,400 Rods	Type 2 Fence	4.50	6,300.00
14 only	14'x48" Metal Gate	75.00	1,050.00
2,600 Cu. Yds.	Selected Roadbed Topping	0.90	2,340.00
2,000 yd. mi.	Hauling Roadbed Topping	0.20	400.00
80 M-gals.	Sprinkling	3.00	240.00
120 cu. yds.	Class "A" Concrete	60.00	7,200.00
16,800 lbs.	Metal Reinforcement	0.15	2,520.00
			$1,246,997.00

Type Code 0010

Roadway (Sta. 153+77.50 to Sta. 326+00)

All Required	Clearing and Grubbing		$ 20,000.00
2,800 cu. yds.	Drainage Excavation, Unclassified	$3.00	8,400.00
3,600 cu. yds.	Special Ditch Excavation, Unclassified	2.50	9,000.00
360,000 cu. yds.	General Excavation, Location"A", Uncl.	0.39	140,400.00
541,000 cu. yds.	General Excavation, Location"B", Uncl.	1.15	622,150.00
2,500 cu. yds.	Channel Change Excavation, Solid Rock	1.75	4,375.00
3,109,000 yd. sta.	Short Overhaul	0.015	46,635.00
300,000 C-yd. Sta.	Long Overhaul	0.35	105,000.00
18,000 cu. yds.	Excavating and Placing Topsoil	1.50	27,000.00
All required	Finishing Roadbed and Slopes		7,000.00
4,300 lin. ft.	Rounding Cutbanks	0.20	860.00
800 lin. ft.	12 Inch Concrete Pipe	2.25	1,800.00
2,500 lin. ft.	18 Inch Concrete Pipe	3.50	8,750.00
600 lin. ft.	24 Inch Concrete Pipe	5.00	3,000.00
180 lin. ft.	36 Inch Concrete Pipe	8.50	1,530.00
500 lin. ft.	60 Inch Corrugated Metal Pipe	32.00	16,000.00
900 lin. ft.	8 Inch Sewer Pipe	2.00	1,800.00
10 only	18 Inch Metal End Section	50.00	500.00
4 only	24 Inch Metal End Section	65.00	260.00
1 only	18 Inch Metal Tide Gates	100.00	100.00
2 only	Concrete Catch Basins	85.00	170.00

160 cu. yds.	Class "A" Concrete	$60.00	$ 9,600.00
25,000 lbs.	Metal Reinforcement	0.15	3,750.00
2,100 rods	Type 2 Fence	4.50	9,450.00
10,000 cu. yds.	Coarse Crushed Material in Base	2.00	20,000.00
2,200 cu. yds.	3/4"-0 Material in Base	2.95	6,490.00
460 M-gals.	Sprinkling	2.50	1,150.00
1,150 cu. yds.	Furnishing and Placing Aggregate	3.75	4,312.50
80 tons	120-150 Asphalt	45.00	3,600.00
34 tons	RS-1 Asphalt	47.00	1,598.00
All Required	Detour Structure		6,000.00
			$1,090,680.50
	Subtotal		$2,337,677.50
	10% Engr. & Cont.		233,767.75
			$2,571,445.25

Length of Roadway.......... ....6.071 Miles
Cost of Roadway per mile........$423,562.04

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,571,445.25	$2,875,233.00	$196,212.25
Structures	805,207.70	743,767.00	61,440.70
	$3,376,652.95	$3,119,000.00	$257,652.95

MYRTLE CREEK-FORDS BRIDGE SECTION

PROJECT. NO. I-78(31)

Summary of Work to be Performed by S.P. Co.

1.	Place and Remove Telltales	$ 545.00
2.	Remove and Replace Signal Pole Lines	1,265.00
3.	Shorten Signal Masts	121.00
4.	Engineering and Inspection	4,397.00
5.	Handling Materials	37.00
6.	Vacation	200.00
7.	Holiday Pay	100.00
8.	Health and Welfare	100.00
9.	Insurance, Property and Liability	342.00
10.	R. R. Retirement and Unemployment Insurance	310.00
		$7,417.00
	Less Salvage	100.00
	Total	$7,317.00

Oregon State Highway Department

Federal Aid Project
No. I-78(31)

MYRTLE CREEK-FORDS BRIDGE SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications; not as a basis for project agreement.)

Salem, Oregon, September 7, 1956

Type Code X721
Weaver Road Undercrossing (Sta. 82+40.02)

30	cu. yds.	Structural Excavation	$ 6.00	$ 180.00
2,800	lin. ft.	Furnish Treated Timber Piling	1.75	4,900.00
80	only	Drive Timber Piles	60.00	4,800.00
500	lin. ft.	Furnish Steel Pile Shells	6.00	3,000.00
10	only	Drive Steel Pile Shells	80.00	800.00
480	cu. yds.	Class "A" Concrete	70.00	33,600.00
100,000	lbs.	Metal Reinforcement	0.14	14,000.00
90	lin. ft.	8-inch Metal Drain Pipe	4.00	360.00
				$ 61,640.00

Type Code X121
Weaver Road Overcrossing of S.P.R.R. (Sta. 82+40.02)

50	cu. yds.	Structural Excavation	$ 6.00	$ 300.00
1,120	lin. ft.	Furnish Treated Timber Piling	1.75	1,960.00
32	only	Drive Timber Piles	60.00	1,920.00
500	lin. ft.	Furnish Steel Pile Shells	6.00	3,000.00
10	only	Drive Steel Pile Shells	80.00	800.00
260	cu. yds.	Class "A" Concrete	70.00	18,200.00
60,000	lbs.	Metal Reinforcement	0.14	8,400.00
90	lin. ft.	8-inch Metal Drain Pipe	4.00	360.00
				$ 34,940.00

Type Code X031
Missouri Bottom Bridge (Sta. 147+89.50 to Sta. 153+77.50)

All	Required	Shoring, Cribbing, Etc.		$ 30,000.00
1,050	cu. yds.	Structural Excavation	$ 10.00	10,500.00
50	cu. yds.	Excavation Below Elevation Shown	20.00	1,000.00
1,900	cu. yds.	Class "A" Concrete	70.00	133,000.00
350,000	lbs.	Metal Reinforcement	0.14	49,000.00
All	Required	Structural Steel		290,100.00
2,390	lin. ft.	Metal Rail	12.00	28,680.00
70	lin. ft.	8-inch Metal Drain Pipe	4.00	280.00
				$542,560.00

Type Code X721
Chadwick Lane Undercrossing (Sta. 180+94.89)

250 cu. yds.	Structural Excavation	$ 6.00	$ 1,500.00
280 lin. ft.	Furnish Steel Pile Shells	6.00	1,680.00
8 only	Drive Steel Pile Shells	80.00	640.00
470 cu. yds.	Class "A" Concrete	70.00	32,900.00
120,000 lbs.	Metal Reinforcement	0.14	16,800.00
190 lin. ft.	8-inch Metal Drain Pipe	4.00	760.00
			$ 54,280.00

Type Code X721
Pacific Highway Undercrossing (Riddle Road)(Sta. 228+17.61)

110 cu. yds.	Structural Excavation	$ 6.00	$ 660.00
300 lin. ft.	Furnish Steel Pile Shells	6.00	1,800.00
8 only	Drive Steel Pile Shells	80.00	640.00
510 cu. yds.	Class "A" Concrete	70.00	35,700.00
115,000 lbs.	Metal Reinforcement	0.14	16,100.00
90 lin. ft.	8-inch Metal Drain Pipe	4.00	360.00
			$ 55,260.00

Subtotal	$748,680.00
10% Engr. & Cont.	74,868.00
Total	$823,548.00

Length of 5 Structures 0.111 miles

Federal Funds- -	$759,000.00
State Funds- -	64,548.00
	$823,548.00

Oregon State Highway Department

Federal Aid Project
No. I-78(31)

MYRTLE CREEK-FORDS BRIDGE SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Sept. 7, 1956, Salem, Oregon

Type Code X721
Weaver Road Undercrossing (Sta. 82+40.02)

30 cu. yds.	Structural Excavation	$ 6.00	$ 180.00
2,800 lin. ft.	Furnish Treated Timber Piling	1.75	4,900.00
80 only	Drive Timber Piles	60.00	4,800.00
500 lin. ft.	Furnish Steel Pile Shells	6.00	3,000.00
10 only	Drive Steel Pile Shells	80.00	800.00
480 cu. yds.	Class "A" Concrete	70.00	33,600.00
100,000 lbs.	Metal Reinforcement	0.14	14,000.00
90 lin. ft.	8-inch Metal Drain Pipe	4.00	360.00
			$ 61,640.00

Type Code X121
Weaver Road Overcrossing of SPRR (Sta. 82+40.02)

50 cu. yds.	Structural Excavation	$ 6.00	$ 300.00
1,120 lin. ft.	Furnish Treated Timber Piling	1.75	1,960.00
32 only	Drive Timber Piles	60.00	1,920.00
500 lin. ft.	Furnish Steel Pile Shells	6.00	3,000.00
10 only	Drive Steel Pile Shells	80.00	800.00
260 cu. yds.	Class "A" Concrete	70.00	18,200.00
60,000 lbs.	Metal Reinforcement	0.14	8,400.00
90 lin. ft.	8-inch Metal Drain Pipe	4.00	360.00
			$ 34,940.00

Type Code X031
Missouri Bottom Bridge (Sta. 147+89.50 to Sta. 153+77.50)

All Required	Shoring, Cribbing, Etc.		$ 30,000.00
1,050 cu. yds.	Structural Excavation	$ 10.00	10,500.00
50 cu. yds.	Excavation Below Elevation Shown	20.00	1,000.00
800 lin. ft.	Furnish Steel Pile Shells	6.00	4,800.00
20 only	Drive Steel Pile Shells	80.00	1,600.00
2,250 cu. yds.	Class "A" Concrete	70.00	157,500.00
425,000 cu. yds.	Metal Reinforcement	0.14	59,500.00
All Required	Structural Steel		277,500.00
2,390 lin. ft.	Metal Rail	12.00	28,680.00
70 lin. ft.	8-inch Metal Drain Pipe	4.00	280.00
			$571,360.00

Type Code X721
Chadwick Lane Undercrossing (Sta. 180+94.89)

250 cu. yds.	Structural Excavation	$ 6.00	$ 1,500.00
280 lin. ft.	Furnish Steel Pile Shells	6.00	1,680.00
8 only	Drive Steel Pile Shells	80.00	640.00
470 cu. yds.	Class "A" Concrete	70.00	32,900.00
120,000 lbs.	Metal Reinforcement	0.14	16,800.00
190 lin. ft.	8-inch Metal Drain Pipe	4.00	760.00
			$ 54,280.00

Type Code X721
Pacific Highway Undercrossing (Riddle Road)(Sta. 228+17.61)

520 cu. yds.	Structural Excavation	$ 6.00	$ 3,120.00
300 lin. ft.	Furnish Steel Pile Shells	6.00	1,800.00
8 only	Drive Steel Pile Shells	80.00	640.00
510 cu. yds.	Class "A" Concrete	70.00	35,700.00
115,000 lbs.	Metal Reinforcement	0.14	16,100.00
90 lin. ft.	8-inch Metal Drain Pipe	4.00	360.00
			$ 57,720.00

Subtotal	$779,940.00
10% Engr. & Cont.	77,994.00
Total	$857,934.00

Length of 5 Structures 0.111 miles

Federal Funds -	$790,000.00
State Funds -	67,934.00
	$857,934.00

Oregon State Highway Department

Federal Aid
Project No. I-78(31)

MYRTLE CREEK-FORDS BRIDGE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 23, 1956

Type Code X721
Weaver Road Undercrossing (Sta. 82+40.02) (Contract No. 4827)

30 cu. yds.	Structural Excavation	$ 6.00	$ 180.00
2,800 lin. ft.	Furnish Treated Timber Piling	1.90	5,320.00
80 only	Drive Timber Piles	70.00	5,600.00
500 lin. ft.	Furnish Steel Pile Shells	3.60	1,800.00
10 only	Drive Steel Pile Shells	100.00	1,000.00
480 cu. yds.	Class "A" Concrete	68.00	32,640.00
100,000 lbs.	Metal Reinforcement	0.117	11,700.00
90 lin. ft.	8 Inch Metal Drain Pipe	4.00	360.00
			$ 58,600.00

Type Code X121
Weaver Road Overcrossing of SPRR (Sta. 82+40.02) (Contract No. 4827)

50 cu. yds.	Structural Excavation	$6.00	$ 300.00
1,120 lin. ft.	Furnish Treated Timber Piling	1.90	2,128.00
32 only	Drive Timber Piles	70.00	2,240.00
500 lin. ft.	Furnish Steel Pile Shells	3.60	1,800.00
10 only	Drive Steel Pile Shells	100.00	1,000.00
260 cu. yds.	Class "A" Concrete	78.00	20,280.00
60,000 lbs.	Metal Reinforcement	0.117	7,020.00
90 lin. ft.	8 Inch Metal Drain Pipe	4.00	360.00
			$ 35,128.00

Type Code X031
Missouri Bottom Bridge (Sta. 147+89.50 to Sta. 153+77.50) (Contract No. 4822)

All Required	Shoring, Cribbing, Etc.		$ 50,792.00
1,050 cu. yds.	Structural Excavation	$20.00	21,000.00
50 cu. yds.	Excavation Below Elevation Shown	20.00	1,000.00
800 lin. ft.	Furnish Steel Pile Shells	4.00	3,200.00
20 only	Drive Steel Pile Shells	100.00	2,000.00
2,250 cu. yds.	Class "A" Concrete	60.00	135,000.00

425,000 cu. yds.	Metal Reinforcement	$0.13	$ 55,250.00
All Required	Structural Steel		223,000.00
2,390 lin. ft.	Metal Rail	10.00	23,900.00
70 lin. ft.	8 Inch Metal Drain Pipe	3.00	210.00
			$515,352.00

Type Code X721
Chadwick Lane Undercrossing (Sta. 180+94.89)(Contract No. 4822)

250 cu. yds.	Structural Excavation	$5.00	$ 1,250.00
280 lin. ft.	Furnish Steel Pile Shells	4.00	1,120.00
8 only	Drive Steel Pile Shells	150.00	1,200.00
470 cu. yds.	Class "A" Concrete	85.00	39,950.00
120,000 lbs.	Metal Reinforcement	0.13	15,600.00
190 lin. ft.	8 Inch Metal Drain Pipe	3.00	570.00
			$ 59,690.00

Type Code X721
Pacific Highway Undercrossing (Riddle Road) (Sta. 228+17.61)(Contract No. 4822)

520 cu. yds.	Structural Excavation	$4.00	$ 2,080.00
300 lin. ft.	Furnish Steel Pile Shells	4.00	1,200.00
8 only	Drive Steel Pile Shells	120.00	960.00
510 cu. yds.	Class "A" Concrete	76.00	38,760.00
115,000 lbs.	Metal Reinforcement	0.11	12,650.00
90 lin. ft.	8 Inch Metal Drain Pipe	3.00	270.00
			$ 55,920.00
All Required	Work performed by S.P. Co.		$ 7,317.00
	Subtotal		$732,007.00
	10% Engr. & Cont.		73,200.70
	Total		$805,207.70

Length of 5 Structures	0.111 Mile
Length of 2 Structures	0.071 Mile (Exception)
Total Length	0.182 Mile

Type Code 0010
Roadway (Sta. 3388+64.53 thru Equa. 3460+12.63=67+09.98 to Sta. 147+89.50)

All Required	Clearing and Grubbing		$ 20,000.00
11,300 cu. yds.	Drainage Excavation, Unclassified	$2.75	31,075.00
1,192,000 cu. yds.	General Excavation, Unclassified	0.55	655,600.00
1,259,000 yd. mi.	Truck Haul	0.22	276,980.00
19,500 cu. yds.	Excavating and Placing Topsoil	2.00	39,000.00
All Required	Finishing Roadbed and Slopes		3,500.00

5,000 Lin. Ft.	Rounding Cutbanks	$ 0.20	$ 1,000.00
40 Lin. Ft.	12-inch Corrugated Metal Pipe	3.00	120.00
220 Lin. Ft.	24-inch Corrugated Metal Pipe	6.50	1,430.00
1,390 Lin. Ft.	6-inch Perforated Metal Drain Pipe	1.75	2,432.50
1,300 Lin. Ft.	12-inch Metal Drain Pipe	3.25	4,225.00
460 Lin. Ft.	15-inch Metal Drain Pipe	4.50	2,070.00
1,600 Lin. Ft.	12-inch Concrete Pipe	2.50	4,000.00
1,400 Lin. Ft.	18-inch Concrete Pipe	3.75	5,250.00
300 Lin. Ft.	24-inch Concrete Pipe	4.75	1,425.00
500 Lin. Ft.	30-inch Concrete Pipe	7.50	3,750.00
230 Lin. Ft.	36-inch Concrete Pipe	9.00	2,070.00
18 only	12-inch Metal End Sections	30.00	540.00
3 only	18-inch Metal End Sections	40.00	120.00
4 only	15-inch Elliptical Inlets for Pipe Drains	40.00	160.00
300 Cu. Yds.	Special Backfill in Drains	6.00	1,800.00
60 Cu. Yds.	Grouted Rock Inlets & Outlets	35.00	2,100.00
1 only	24-inch Tide Gate	100.00	100.00
1 only	36-inch Tide Gate	190.00	190.00
1,400 Rods	Type 2 Fence	4.00	5,600.00
14 only	14'x48" Metal Gate	65.00	910.00
2,600 Cu. Yds.	Selected Roadbed Topping	0.75	1,950.00
2,000 Yd. Mi.	Hauling Roadbed Topping	0.20	400.00
80 M-Gal.	Sprinkling	2.50	200.00
120 Cu. Yds.	Class "A" Concrete	60.00	7,200.00
16,800 Lbs.	Metal Reinforcement	0.15	2,520.00
	Subtotal		$1,077,717.50
	10% Engr. & Cont.		107,771.75
			1,185,489.25

Length of Roadway - - - - - 2.813 Miles
Cost of Roadway per mile - - $421,432.38

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,185,489.25	$1,095,151.00	$ 90,338.25
Structures	805,207.70	743,849.00	61,358.70
	$1,990,696.95	$1,839,000.00	$151,696.95

MYRTLE CREEK-FORDS BRIDGE SECTION

Project No. I-78(31)

Summary of Work to be Performed by S.P. Co.

1.	Place and Remove Telltales	$ 545.00
2.	Remove and Replace Signal Pole Lines	1,265.00
3.	Shorten Signal Masts	121.00
4.	Engineering and Inspection	4,397.00
5.	Handling Materials	37.00
6.	Vacation	200.00
7.	Holiday Pay	100.00
8.	Health and Welfare	100.00
9.	Insurance, Property and Liability	342.00
10.	R.R. Retirement and Unemployment Insurance	310.00
		$7,417.00
	Less Salvage	100.00
	Total	$7,317.00

A

RECEIVED
MAY
FOR [illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)

May 26, 1959

I-78(31)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4847	17 P.F.	Kuckenberg Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11877	H245106	$ 238.26	5-26-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 230 workdays from March 1, 1957

Time Extensions: None of record

Completion Date: July 19, 1958

Date Accepted: January 22, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: May 26, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

NOTED ON CARD
CC

MAY [illegible] 1959

RECEIVED
MAY 19 1959
FOR FILING
I-78 (31)
4847

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1959

SUBJECT: State Highway Contract 4847

To: Forrest Cooper
Leonard I. Lindas
Tom Edwards
R. L. Porter
Carl Smith

Kukenberg Construction Company has signed and returned ~~a~~ the Post Final Estimate Voucher representing work performed on Contract 4847.

However, they have also signed Part II, Contractors Rejection Notice, and by so doing they have reserved the right to sue the State Highway Commission in accordance with the provisions of said Contract.

C H Maison
C. H. Maison
Auditor

CHM:hs

NOTED
FORREST COOPER

RECEIVED
MAY 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1959
FOR FILING

F 78(31)

4147

May 8, 1959

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

You are hereby notified that a post-final payment will be made to Kuckenberg Construction Company on contract #4847, for grading on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,005,189.48, including the post-final payment of $238.26. Of the total, $24,124.50 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Company
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

E-123-X 37.5M 10-58

RECEIVED
MAR [illegible] 1959
FOR FILING
I-78(31)
4047

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 26, 1959

Mr. Henry Kuckenberg
Kuckenberg Construction Company
11104 N. E. Holman Street
Portland 20, Oregon

Dear Sir:

Mr. F. D. Morgan has given me further information on your letters of claim of September 30, 1958 and March 12, 1959.

An intensive investigation has been carried on and we find that there is no justification in your claim of erroneous staking and we find the work records of the project do not substantiate the claim which you submit.

In view of the fact that your claim cannot be reconciled with the facts known to us, it must be denied.

Very truly yours,

Tom Edwards

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper ✓
F. D. Morgan

NOTED
FORREST COOPER

RECEIVED
MAR 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible] 11-56 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Mar. 25, 1959

SUBJECT: Kuckenberg Claim
Slope Correction, Station 305
Missouri Bottom-Fords Bridge

To: Tom Edwards
Construction Engineer
Salem, Oregon

You are in receipt of a copy of a letter from Kuckenberg Construction Company dated March 12, 1959, wherein they itemize the cost, in the amount of $14,643.28, to cover the correction of slopes and/or toe of rock bluff between approximate Stations 302 and 306 on the above mentioned project.

I attach hereto a copy of further information as received from Mr. John Hagedorn, Resident Engineer on this project. This report indicates that the work carried on to correct the slopes between Stations 302 and 306 most probably extended from January 14th through January 24th instead of the dates indicated by Kuckenbergs. Using this shorter period of time and breaking down the cost proportionately would indicate that there might possibly be $6,659.51 contractor's costs involved in removing the approximate 3,000 yards to which this work applies.

Regardless of the contractor's claim and any other information which might have proceeded, it would still appear that the basis of this claim depends entirely upon the allegation that an error in intermediate staking was made by State forces. All of our study of this project indicates that the staking was substantially correct and that the error was the contractor's error in that he changed slopes and came down on a 1:1 slope instead of a $\frac{3}{4}$:1.

I recommend therefor that this claim be denied in its entirety and that the contractor be so advised.

F D Morgan
F. D. Morgan
Division Engineer.

dls
encl.

CONSTRUCTION DIVISION
RECEIVED
MAR 27 1959
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE [illegible]

Missouri Bottom-Fords Bridge Unit
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County
Contract #4847

Report on Kuckenberg Claim
Slope Correction Sta. 305

This report deals with the latest letter and itemized list of costs incurred on the slope correction, submitted by Henry Kuckenberg March 12, 1959.

With exception of very few minor discrepancies, the labor and equipment times shown on the itemized list are in accordance with the weekly payrolls previously submitted by the contractor, verified also by Inspector Marlton's diaries.

Mr. Kuckenbergs itemized list covers a period of 25 working days, Jan. 3 through Feb. 6, 1958, totalling $14,643.28. According to our records, the work period covering the material involved in the claim, is 9 working days, Jan. 14 through Jan. 24, 1958. Work done prior to Jan. 14 was in the south portion of the cut before it was determined that the rest of the cut was not sufficient in width. The insufficient width was discovered on Jan. 6, 1958, and the cut was re-staked on ½:1 slopes on Jan. 8. From the Inspector's diary for Monday, Jan. 13,......"shovel down at 4 p. m. - out of loose material." In the weekly report for week ending Jan. 11, it was estimated that by Friday noon, Jan. 10, all loose material in cut at Sta. 300 - 307 would be moved and that 1,500 cy. remained to be shot and removed to attain proper width.

Work done after Jan. 24 (total of 9 working days, Jan. 25 through Feb. 6) was drilling and shooting high points in the roadbed and ditch and also some overhang rock at extreme south end of the cut, Sta. 307+50. The weekly reports and Inspector's diaries correspond on the above facts. By Thursday evening, Feb. 6, the northbound lanes were shaped to subgrade and 3/4"-0 crushed material was placed thereon.

The total amount including allowances for the 9 day period, Jan. 14 through Jan. 24, 1958:

Labor	$1,733.51	
Equipment	4,024.59	
Supplies	603.49	(prorated from Contractor's totals on
Total	$6,361.59	a $\frac{9}{25}$ ratio).

The above facts do not in any way constitute an endorsement of the contractors claim, which claim is based entirely on his allegation that an error in intermediate staking, done by the State, necessitated additional work. It is my opinion that the State survey crew did not err, and therefore the State is not responsible for recompense to the contractor for work that the contractor thinks is extra.

John R Hagedorn
John R. Hagedorn
Res. Engr.

KUCKENBERG CONSTRUCTION CO.
GENERAL CONTRACTORS
P. O. BOX 7407
11106 NORTHEAST HOLMAN STREET

[illegible]
ALpine 3-7533

PORTLAND 20, OREGON

March 12, 1959.

Mr. Frank Morgan, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Dear Frank:

We are enclosing herewith itemized copy of cost amounting to $14,643.28 which covers correction of slope and or toe of rock bluff between approximate stations 302/50 to station 306/75.

It is our understanding that there was approximately 3,075 cu.yds. removed, which would indicate a cost of $4.75 per cu.yd.. This is the information requested by Mr. Edwards during our meeting the latter part of 1958.

We feel this additional work was made necessary due to error in staking at a higher level and that we should be paid for the extra expense incurred.

We would appreciate hearing from you.

Very truly yours,

KUCKENBERG CONSTRUCTION CO.

Henry Kuckenberg, Partner.

HK:gl
Encl.
cc: Mr. Tom Edwards.

RECEIVED
FOR FILING

I-78(31)

(CONTRACT NO.) 4847

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 8, 1959

(EST. NO.)

(CONTRACTOR)

4847
(VOUCHER NO.)

16 Final
(WARRANT NO.)

Kuckenberg Construction Co.

(AMOUNT)

(DATE)

30925

232888

Mr. H. B. Glaisyer:

$ 30,070.09

1-8-59

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date:	230 workdays from 3-1-57
Time Extensions:	None
Completion Date:	July 19, 1958
Date Accepted:	Jan. 22, 1959
Penalties:	None of record
Claims:	None of record
Remarks:	

Date: Jan. 23, 1959

o the Accounting Division:

elease of the above warrant is hereby authorized

C. N. Heal
Ass't Secretary

rrant Mailed:

GC

NOTED ON CARD
Jm

9
25
00

Mr W C Williams

RECEIVED

NO[illegible]ED
W. C. WILLIAMS

December 12, 1958 A

Missouri Bottom-Fords Bridge
Contract No. 4847

I--78-(-3-1-)

FINAL COST ANALYSIS
Grading
Kuckenberg Construction Co.
Resident Engineer: John Hagedorn

Pacific Highway
Prefix 10-1035-201(41)

4847

Item	Quantity	Unit	Unit Bid $	Unit Cost $	Total Cost $	Gross Revenue $
Clearing & Grubbing	100%	All	84,100.00	12,160.04	12,160.04	84,100.00
Drainage Excav., Unclass.	3,837.99	Cu. Yd.	2.00	1.58	6,074.16	7,675.98
Sp. Ditch Excav., Unclass.	2,546.8	Cu. Yd.	3.00	2.67	6,794.44	7,640.40
Gen. Excav. Loc. A, Unclass.	307,069.2	Cu. Yd.	0.40	0.386	118,845.28	122,827.68
Gen. Excav. Loc. B, Unclass.	493,173.3	Cu. Yd.	1.00	1.049	517,476.01	493,173.30
Short Overhaul	2,693,810	Yd. Sta.	0.01	0.0103	27,525.52	26,938.10
Long Overhaul	220,875	C-Yd. Sta.	0.25	0.253	55,863.35	55,218.75
*Excav. & Placing Top Soil	20,700	Cu. Yd.	1.50	0.75	15,525.00	31,050.00
Finishing Roadben & Slopes	100%	All	2,000.00	8,546.13	8,546.13	2,000.00
Rounding Cut Banks	6,193	Lin. Ft.	0.15	0.147	911.48	928.95
12" Concrete Pipe	926	Lin. Ft.	2.15	2.30	2,135.84	1,990.90
18" Concrete Pipe	2,590	Lin. Ft.	3.80	3.56	9,223.92	9,842.00
24" Concrete Pipe	512	Lin. Ft.	6.00	4.91	2,512.91	3,072.00
36" Concrete Pipe	188	Lin. Ft.	10.00	7.63	1,434.37	1,880.00
60" Corr. Metal Pipe	502	Lin. Ft.	25.00	27.97	14,038.34	12,550.00
8" Sewer Pipe	790	Lin. Ft.	1.50	1.52	1,204.85	1,185.00
18" Metal End Sections, Coated	11	Each	35.00	29.24	321.73	385.00
24" Metal End Sections, Coated	4	Each	60.00	57.75	223.02	240.00
**Class A Concrete	131.2	Cu. Yd.	65.00	55.00	7,216.00	8,528.00
**Metal Reinforcement	25,544	Lb.	0.15	0.135	3,448.44	3,831.60
**Type II Fence	2,078.87	Rod	5.50	4.25	8,835.20	11,433.79
**Coarse Cr. Mat'l in Base	10,986.5	Cu. Yd.	2.50	2.35	25,818.28	27,466.25
***3/4"-0 Mat'l in Base	2,820	Cu. Yd.	3.25	3.08	8,684.85	9,165.00

FINAL COST ANALYSIS - PAGE 2

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
			$	$	$	$
Sprinkling	5,467.15	M-Gal.	3.00	2.65	14,492.99	16,401.00
****Furnish & Place Aggregates	426	Cu. Yd.	5.00	4.75	2,023.50	2,130.00
****120-150 Asphalt	21.78	Ton	50.00	48.00	1,045.44	1,089.00
****RS-1 Asphalt	17.83	Ton	52.00	50.00	891.50	927.16
Detour Structures	100%	All	19,000.00	3,801.67	3,801.67	19,000.00
****PA#1 Cl. B Asph. Conc. Mixture	2,489.99	Ton	3.75	3.48	8,665.16	9,337.46
****PA#1 85-100 Asph. in Mixture	136.97	Ton	35.50	35.50	4,862.44	4,862.44
****PA#2 Purchase excess Agg. in S.P.	724	Cu. Yd.	2.75	2.75	1,991.00	1,991.00
**PA#3 Cement Adj. favor of State	1.28	Bbl.	4.7124	Cost in Class A Concrete		-6.03
PA#4 18" Concrete Pipe	28	Lin. Ft.	2.10	2.10	58.80	58.80
PA#4 24" Concrete Pipe	36	Lin. Ft.	3.20	3.20	115.20	115.20
****1/4"-#10 Cr. Aggregate	756.99	Cu. Yd.	2.75	2.75	2,081.72	2,081.72
Force Account					22,116.16	23,840.32
					$916,964.74	$1,004,951.22

* Work done all or in part by R.D. Fish.
** Work done all or in part by Lockyear and White Company.
*** Work done all or in part by Columbia River Fencing Company.
**** Work done all or in part by Warren Northwest Company.

Gross Revenue	$ 1,004,951.22
Total Cost	916,964.74
Net Profit	$ 87,986.48

Net profit equals 8.75% of gross Revenue.

DETAIL OF COSTS

Labor;				
Labor			$ 280,750.42	
Labor Insurance			20,769.93	
Health & Welfare			6,756.34	$ 308,276.69
Materials:				
12" Concrete Pipe	926 Lin. Ft.	@ $0.90	833.40	
18" Concrete Pipe	2,636 Lin. Ft.	@ $2.10	5,535.60	
24" Concrete Pipe	584 Lin. Ft.	@ $3.20	1,868.80	
36" Concrete Pipe	188 Lin. Ft.	@ $6.00	1,128.00	
60" Corr. Metal Pipe	502 Lin. Ft,	@ $22.11	11,099.22	
Bands	20 Each	@ $44.22	884.40	
8" Sewer Pipe	790 Lin. Ft.	@ $0.50	395.00	
18" Metal end Sections, Coated	11 Each	@ $21.22	233.42	
Bands	11 Each	@ $5.76	63.36	
24" Metal end Sections, Coated	4 Each	@ $21.21	124.84	
Bands	4 Each	@ $7.58	30.32	
Lumber			2,188.65	
Irrigation Pipe and Fittings			1,526.17	
6" O.D. Tar dipped pipe	320 Lin. Ft.	@ $1.25	400.00	
Acetylene			4.88	
Welding Rod			1.44	
24" Corr. Metal Pipe	114 Lin. Ft.	@ $4.72	538.08	
Bands	4 Each	@ $4.72	18.88	
18" Corr. Metal Pipe	116 Lin. Ft.	@ $3.03	351.48	
Bands	4 Each	@ $3.03	12.12	27,238.06
Equipment Rentals and Miscellaneous Expenses:				
Equipment, Owned			282,809.21	
Equipment, Rented			3,425.00	
Gas, Oil, and Grease			42,382.68	
Bond and Insurance			5,549.22	
Powder and Caps			59,634.88	
Drill Steel			15,161.74	
Small Tools			2,407.27	
Freight and Cartage			59,117.29	
Home Office and General Overhead			20,099.02	490,586.31
Sub-Contractors:				
R.D. Fish			15,525.00	
Lockyear and White			10,664.44	
Columbia Fencing Company			8,835.20	
Warren Northwest Company			55,839.04	90,863.68
				$ 916,694.74

REMARKS:

This was a "Federal Aid Interstate Project" located on the Pacific Highway in Douglas County. The northerly end of the project was on the south bank of the South Umpqua River about 1,300 feet westerly of the railroad bridge and about 2.5 miles south of Myrtle Creek. The southerly end of the project was approximately 0.55 mile north of the Fords Bridge over the South Umpqua River.

The work to be done under this contract consisted of the construction of 3.27 miles of main highway roadbed with frontage roads, detours, channel change, and connecting roads; one reinforced concrete box culvert; 2.0 miles of rock base and oil mat wearing surfaces on temporary detours; and the performance of such additional and incidental work as called for in the plans and specifications.

The project was bid and awarded to the Kuckenberg Construction Company. The contractor began work on February 6, 1957 and was completed on July 19, 1958. The final estimate was dated October 6, 1958. The excavation on this project was bid under a two location classification.

On February 6, 1957 the contractor began clearing between Sta. 290+00 and 300+00, location "B", using one D8 caterpillar and eight men. The clearing in this area consisted of brush and second growth fir. As the clearing operation moved into the location "A" area the type of forest growth changed from soft woods to scattered hardwood and briar patches. The contractor completed the clearing, except for the extreme north end of the project, during the week ending March 30, 1957. He moved his clearing crew in again on April 26, 1957 and completed the work on May 3, 1957. This item shows a big profit due to an exceptionally high bid.

On February 18, 1957 the contractor began drilling operations in the area designated as location "B". At the start he used a 600 compressor and two wagon drills in this work. Later he brought in a 315 compressor and an airtrack drill and a Joy drill. The drilling of the project was completed during the week ending January 4, 1958.

On April 18, 1957 the contractor began the excavating in the location "B" area. In this work he used two 2-1/2 cubic yard shovels to load Euclid end dump and bottom dump trucks of 16 cubic yard capacity, varying in number from one to six, which hauled the material to the areas of disposal. He used a D9 cat and dozer and a D8 cat and dozer to spread the material. A #12 caterpillar blade was used to keep up the haul road. The excavating of the location "B" area was completed during the week ending January 11, 1958. The contractor having a low bid price on this item shows a small loss.

During the week ending May 11, 1957 the contractor began excavating in the area designated as location "A". The equipment used in this area consisted mainly of a D9 tractpr with bull dozer and ripper attachment as a push cat, four S18 Euclid scrapers, two D8 tractors with dozer to spread, a #12 caterpillar power grader on

REMARKS CONT"D.

haul road, rounding cutbanks, and other work. The excavation work in this area was completed during the week ending September 28, 1957.

When the contractor completed the excavation of location "B" and a small amount of clean up necessary, he closed the project down on February 10, 1958 for the winter.

On May 26, 1958 the contractor returned to the project and began the finishing of the median and roadbed using two #12 power graders and a D8 cat with dozer.

While this work was being done the sub-contractor was on the hauling and placing of top soil using a TD9 with a Droit two cubic yard loader, five 7-cubic yard trucks to haul, and a #12 blade to spread. This work was completed on July 18, 1958.

The contractor completed the clean up on July 19, 1958 which finished the work on the project.

The contractor having excellent supervision, good equipment, and plan of operation made a good profit.

M.N. Juve
Chief Cost Analyst

By

F.W. Sugnet

RECEIVED
OCT 20 1958
FOR FILING

4847

Oct. 17, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4847 for grading on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, Kuckenberg Construction Company, on July 19, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $30,070.09 will be released to the contractor after acceptance by the Commission. The total contract amount is $1,004,951.22, of which amount $23,640.32 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
em

RECEIVED
SEP 15 1958
FOR FILING

[illegible]

4847

Sept. 12, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-firal payment to Kuckenberg Construction Company in connection with Contract No. 4847, for grading on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

This payment, in the amount of $61,283.95, will be released to the contractor on or after Sept. 22, 1958. The retained percentage is $30,150.96.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Jewett, Barton, Leavy & Kern,
Lewis Bldg.
Portland, 4, Oregon

NOTED ON CARD

Form E-1-10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

No. 79

[illegible]
4847

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 9, 1958

Section Missouri Bottom-Fords Bridge Unit Myrtle Creek-Canyonville Section

Kind of work Grading

Highway Pacific County Douglas

Section prefix 10-1035

Contractor Kuckenberg Construction Co.

Contract number 4847

Date of contract January 22, 1957

Specified work days 230

Date work started February 6, 1957

Work days used 174

Project authorization $1,269,799.63

Exclusive of engineering $1,179,484.19

Per cent of time elapsed 75.7 %

Estimated cost of completed project, exclusive of engineering . . . . $ 1,058,355.00

Estimated per cent XXXXXX or underrun . . . . 10.3 %

Per cent of contract completed, based on total contract price . . . . 84.1 %

Engineering authorization . . . . $ 90,295.44

Engineering cost to date $............, ...%

Date project was completed July 19, 1958, 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final Estimate submitted to the Div. Engr's office on Thursday.

This is the final weekly report for this project.

CONSTRUCTION DIVISION
RECEIVED
AUG - 8 1958
NOTED.. CE ACE ACE COE

NOTED
FORREST COOPER

Noted
M. N. Juve

Signed John R Hagedorn
John R. Hagedorn, Res. Engr.

Address P. O. Box 551, Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

Detour, N. End.
& "A" Line Topsoil

	GRADING	SURFACING	MAINTENANCE MATERIALS	Detour OIL AND BITUMINOUS MACADAM	N. End. PAVING
Miles in project	3.27	2.19		0.98	0.98
Miles partially completed	—	—		—	—
Miles completed	3.27	2.19		0.98	0.98
Total estimated quantities (contract)	903,500	12,200	18,000	114 Tons 1150 cy	—
Total quantities corrected to date	793,000	13,800	20,700	93 Tons 426 cy	2,490
Estimated quantities moved or placed to date	793,000	13,800	20,700		2,490
Average daily quantities	Completed	Completed	Completed	Completed	Completed
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday			
Tuesday	All		
Wednesday			
Thursday			
Friday	Week		
Saturday			

RECEIVED
JUL 24 1958
FOR FILING
I-78(31)

4917

July 23, 1958

Oregon State Highway Commission

Gentlemen:

At 11:00 a.m. on July 18, 1958, approval was granted for the establishment of a 35-mile-per-hour construction speed zone on the Missouri Bottom-Forde Bridge Unit of the Pacific Highway. The section extends from M.P. [illegible] to M.P. [illegible]. Your concurrence is recommended.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. P. M. Stephenson
Mr. F. B. Crandall

VPJ:kg hi

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1958

SUBJECT: Construction Speed Zone
Missouri Bottom-Fords Bridge Unit
Pacific Highway
US99 - Hwy. No. 1 - M.P. 215.24 to
M.P. 216.24

To: P. M. Stephenson
Assistant State Highway Engineer
Office

There is attached a suggested draft to the State Highway Commission on the above subject.

F. B. Crandall
Traffic Engineer

VPJ:kg
Attachment
cc: Forrest Cooper

RECEIVED
JUL 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 23 1958
FOR FILING
7 28 [illegible]

4847

July 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 19, 1958, on Contract No. 4847, Missouri Bottom-Paris Bridge Unit, Myrtle Creek-Canyonville Section, in Douglas County, in connection with Federal Aid Project No. I-78(31).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

cc: Clarence G. Swenson

RECEIVED
JUN 3 1958
FOR FILING

I-78(31)

4847

June 2, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 14 covering slide removal on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4847, in connection with Federal Aid Project No. I-5-2(4)103 [I-78(31)].

Three minor slides occurred at the southerly end of the project while the contractor was shut down through the winter season. This order covers the removal of slide material.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Encl.
DBP'er

RECEIVED
[illegible]
FOR FILING

FORM E-30X—37,500—9-50—96658

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1958

[illegible]
4847

To Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

SUBJECT:

The subcontract between Kuckenberg Construction Company and R. D. Fish covering Item 9 on the Missouri Bottom-Fords Bridge Contract, No. 4847, Oregon I-78 (31) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh
Attachments
cc: Forrest Cooper
C. G. Polk (2)

Note: Three previous subcontracts totaling $69,368. This subcontract $27,000 for a grand total of $96,368 or 9.18%.

RECEIVED
[illegible] 1958
OFFICE OF
[illegible] ENGINEER

RECEIVED

I-78 (31)

4847

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1958

SUBJECT:

To:

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between Kuckenberg Construction Company and Columbia River Fencing Company covering Item 2 on the Missouri Bottom-Fords Bridge Contract, No. 4847, Oregon I-78 (31) is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

cc: Forrest Cooper
G. G. Polk (2)

Note: One previous subcontract for $43,668. This subcontract $11,550 for a total of $55,218 or 5.26%.

FORREST COOPER

RECEIVED
APR 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1958

SUBJECT:

To:

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between Kuckenberg Construction Company and Lockyear and White Incorporated covering Items 22 and 23 on the Missouri Bottom-Fords Bridge Contract, No. 4847, Oregon I-78 (31) is approved and you may so inform the interested parties.

Four copies of the subcontract is returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dmh

Attachments

cc: Forrest Cooper
C. G. Polk (2)

Note: Two previous subcontracts on this project amounting to $55,218. This subcontract $14,150 for a total of $69,368 or 6.61%

RECEIVED
APR 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

file

RECEIVED

FOR FILE

[illegible] 08:35

4847

March 17, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-78(31), Missouri Bottom-Fords Bridge Unit, Pacific Highway - Order for State Force Work dated July 17, 1957. Construct guardrail and install sight posts on detour. Contract No. 4847

Dear Sir:

Reference is made to your letters dated August 5, 1957, October 8, 1957 and February 25, 1958 concerning the subject order.

We are adverse to this type of work being performed by State forces, but in this particular instance the use of State forces is approved as being in the public interest for the following reasons:

1. The contractor did not have the necessary material, since none was included in the contract nor did he have the necessary crew immediately available to perform the work.

2. The State had the necessary material, equipment and crew available to perform the work most economically.

3. It was necessary to make the detour immediately available for use by the traveling public and not delay the contractor and provide a basis for a claim.

It is understood the guardrail and sight posts will be salvaged by the State without additional cost to the project.

Your estimated amount of the order is $1,500.00 with Federal participation of $1,350.00.

On future State force work, involving Federal participation, prior approval of the work must be obtained. In case of an emergency this may be done by telephone and later confirmed by the usual letter and force order.

Very truly yours,

C. G. Polk
Division Engineer

Original to [illegible]
Copy to Edwards

cc Mr. Forrest Cooper - Mr. S. H. Probert - Mr. Tom Edwards
LHY:ic fn

RECEIVED
FEB 26 1958
FOR FILING

I-[illegible]

4847

February 25, 1958

704 Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Oregon Project I-78(31)
Missouri Bottom-Fords Bridge Unit
Pacific Highway - Order for State Force Work
dated July 17, 1957, to construct guardrail
and install sight posts on detour. Contract
No. 4847

Dear Sir:

I am requesting reconsideration for federal participation in the installation of guardrail and sight posts on the detour on the subject-named project in light of the following facts:

When the detour was designed, it had quite good alignment and grades. It was not felt that any undue hazard would result because of the detouring of traffic over this facility; however, after the detour was constructed a field inspection showed that there was some hazard connected with the detour as the alignment was so good that concern was felt about getting traffic to slow down enough to use the detour at speeds which could be considered safe. At the time of the field inspection, the detour was to be opened within a day or two so that the contractor could proceed with the work, which the detour was designed to bypass. The Division Engineer, upon making the inspection, was reluctant to open the detour without adequate sight posts and guardrail, and he ordered the same to be installed immediately with never a thought in his mind but what you would consider this an essential part of the project and participate in the cost.

It should be pointed out that, although this work could not be properly termed an emergency in the true sense of the word, prior approval of the work was not practical due to the fact that before approval could be received the contractor would have been delayed to such an extent that he would undoubtedly have had a claim amounting to considerably more than the value of the work.

Attached hereto you will find State Force Order covering this work for your reconsideration.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl cc Mr. Forrest Cooper - Mr. S. H. Probert - Mr. Tom Edwards
LHY:ic fn

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08:35

February 13, 1958

PLEASE RETURN TO
FORREST COOPER

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-78(31)
Missouri Bottom-Fords Bridge Unit, Pacific Highway - Order for State Force Work dated July 17, 1957. Construct guardrail and install sight posts on detour. Contract No. 4847

Dear Sir:

Reference is made to the subject order and your letters of August 5, 1957 and October 8, 1957.

In accordance with PPM 21-6.3 extra work must be approved in advance of the commencement of the work except retroactive approval may be given when emergency or other unusual conditions justify this action.

We do not consider this as an emergency or other unusual condition since the detour is included in the plans and specifications and this work should have been anticipated.

Under these circumstance we are returning all copies of the order.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

Encl.

RECEIVED
FEB 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1958
FOR FILING

I 78 (31)
4847

January 13, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering removing a rock point on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4847, in connection with Federal Aid Project No. I-78(31).

A rock point in the Umpqua River was causing eddies and currents aginst the bank at high stages of the river, and washing under the highway. Removal of the rock was necessary for protection of the roadway. This was outside of the roadbed and slope protection area.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
NOV 13 1957
FOR FILING
I-78(31)
4847

November 12, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering constructing a drain ditch on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4847, in connection with Federal Aid Project No. I-78(31).

It was necessary to lower and enlarge the drain ditch between Stations 228+50 and 232+50 on the left to adequately take care of drainage. The contractor had completed the slopes according to the plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:or
Encl.

RECEIVED
NOV 13 1957
FOR FILING

November 12, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering regrading the median strip, Station 153 to Station 226 on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4847, in connection with Federal Aid Project No. I-78(31).

After completion of the median strip according to plans, it was necessary to revise the grades in order to put the water through pipes on short runs, and to drain impounded water.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
NOV 13 1957
FOR FILING

I 78(31)

4847

November 12, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering drilling and shooting overhang on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4847, in connection with Federal Aid Project No. I-78(31).

In the vicinity of Station 306+50, on the left, hard material broke back of the intended line, but left an overhang of softer material above. This material has now become saturated and it is necessary to remove it. This work is over that normally required in this excavation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
OCT 31 1957
FOR FILING
[illegible]
4847

October 30, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 23, 1957, requesting more detailed explanation for Price Agreement No. 1, Contract No. 4847, Missouri Bottom-Fords Bridge Unit in Douglas County, Oregon Project I-78(31).

The plans provide for construction of temporary 0-11 oil surfacing on the southbound lane from approximately Station 272 to the end of the project to carry traffic through the winter. Before the 0-11 oil could be placed the weather became cool and wet. Under these conditions an asphaltic concrete lift of 1½" to 2" will make a much more substantial base and require less maintenance during the winter. The price of $3.75 per ton for asphaltic concrete mix and $35.50 for asphalt in the mix will be approximately the same cost as the 0-11 oil mat. Some saving will also result as the asphaltic concrete will become a permanent part of the paving and require somewhat less quantities in final paving operations.

The asphaltic concrete will provide much more satisfactory driving conditions during the winter for the travelling public.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 23, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-78(31)
Missouri Bottom-Fords Bridge
Unit, Pacific Highway
Price Agreement No. 1, dated
October 3, 1957
Contract No. 4847

Dear Sir:

Reference is made to your letter dated October 14, 1957, subject price agreement.

Before action can be taken on this price agreement it will be necessary for you to submit a more detailed explanation of the reasons for changing from an oil mat surfacing to an asphaltic concrete pavement.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
OCT 17 1957
FOR FILING

October 8, 1957

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 24, 1957, requesting justification for installing guard rail with state forces under State Force Order No. 263, Contract No. 4847, Missouri Bottom-Fords Bridge Unit in Douglas County, Oregon, Project No. I-78(31).

Installation of the guard rail on the temporary detour was very necessary for safeguarding traffic. The detour fill at the bridge ends was in deep water. Installation of the guard rail could not be made until the oiling had been completed.

At that time the contractor did not have material for guard rail as there was no provision for it in the contract. He did not have the necessary extra men to install the 1,230 feet of guard rail in the time alloted. Also, he did not have the loader required to handle excess material on the job.

In order to get the guard rail installed as soon as possible after completion of oiling, materials were taken from state storage and the work of installing done by state forces. Sixteen men, which the contractor could not assemble on such short notice and for such a short work time, were required. The guard rail will be salvaged by the District Maintenance Superintendent without additional cost to the job.

The total estimated cost of this order is $1,500.00 with Federal participation of $1,350.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

FORM 2-30X—27,900—2-57—1417

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 4, 1957

SUBJECT: Missouri Bottom-Fords Bridge Unit
Con. 4847, Force Account 10-1035-263

To: D. B. Parkes
Contract Payments Supervisor
Salem, Oregon

I submit herewith a reply to your letter addressed to Mr. Jack Rowland, Resident Engineer on the Missouri Bottom-Fords Bridge Unit, Contract #4847, wherein you ask Mr. Rowland four questions regarding the Order for State Force Work, #10-1035-263.

Regarding the above mentioned Order for State Force Work, please be advised that Contract #4847 does not have an item for placing of guard rail. The work of installing the guard rail was of an emergency nature to protect traffic using a temporary detour. This Order covers the work of installing the fence and makes no allowance for the materials used in construction of the fence. These materials were held on hand by the Maintenance Superintendent and will be salvaged when the use of this guard rail is no longer needed.

I hope that this correspondence furnishes you with enough information so that this State Force Order may be processed through normal channels.

F D Morgan
F. D. Morgan
Division Engineer

dls
encl.

Salem, Oregon
October 2, 1957

Contract No. 4847

Mr. Jack A. Rowland
Resident Highway Engineer
Roseburg, Oregon

I am enclosing a copy of a letter from the BPR and asking you to please furnish the information required regarding the contractor's equipment and forces.

The Order for State Force Work was sent to the BPR for approval for participation August 5. The enclosed is their reply—finally. I could answer with a dreamed-up reply but:

1. Was the contractor short of men?
2. Did the work require a boring machine which the contractor did not have and the State did?
3. Was the contractor uninterested?
4. Or, any other reason?

Your help will be appreciated and will - maybe - keep me honest.

D. B. Parkes
Contract Payments Supervisor

DBP:ia

RECEIVED
SEP 26 1957
FOR FILING

I-78(31)

4847

08-35

September 24, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Work No. 263,
Missouri Bottom-Fords Bridge Unit,
Pacific Highway - Oregon Project
I-78(31) - Contract No. 4847

Dear Sir:

Reference is made to the subject work order dated July 17, 1957.

Since the contractor's construction equipment and personnel were on the project, it is not clear to this office in what way the contractor was not equipped to do the work as stated in your letter and the work order. Please explain.

A letter from you including the estimated cost and the estimated amount of Federal funds to be provided is required in accordance with PM 21-6.2.

Very truly yours,

C. G. POLK
Division Engineer

Original to SHP

OREGON STATE HIGHWAY DEPARTMENT
INTER DEPARTMENT CORRESPONDENCE
Roseburg, Oregon

SUBJECT Missouri Bottom- Fords Bridge Unit
Contract #4847
Force Account 10-1035-263

Mr. F. D. Morgan
DIVISION ENGINEER
Oregon State Highway Department
Roseburg, Oregon

Reference is made to the letter dated October 2, 1957 and signed by Mr. [illegible] Parkes, CONTRACT PAYMENTS SUPERVISOR, requesting more information on [illegible] Force Order 10-1035-263 dated July 17, 1957, and covering the installation of guard rail on the detour road on the above listed project. My answers to the questions follow:

1. Was the contractor short of men?
Ans. Yes, this was a rush job and had to be done by hand labor mostly under traffic. Sixteen men were used. They were taken from the regular maintenance crews. The contractor did not have time to round up such a force.

2. Did the work require a boring machine which the contractor did not have and the State did?
Ans. No, however, a rubber tired loader was used for handling the material which the contractor was not in a position to supply.

3. Was the contractor uninterested?
Ans. He was not contacted. We would have still been negotiating with him when the maintenance forces had the job completed. His supervisors were overloaded at this time. This would have caused more confusion.

4. Or, any other reason?
Ans. This work had to be held up until the oil and shoulders were completed. The contractor was being held up on his excavating in Location "B", so traffic was turned onto this section as soon as the detour was completed. In order to safeguard the travelling public it was necessary to install the guard rail as rapidly as possible. This was some new guard rail which the Maintenance Superintendent had on hand and he expects to salvage it at his own expense for re-use. If the contractor had been asked to furnish it the salvage value and payment for it would involve a lot of red tape.

Jack A. Rowland
Jack A. Rowland
Resident Engineer

RECEIVED
OCT 3 1957
FOR FILING

I-78(31)

4847

October 1, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering installation of 18-inch and 24-inch corrugated metal pipe and 6-inch perforated metal drain pipe on the Missouri Bottom-Fords Bridge Unit, Missouri Bottom-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4847, in connection with Federal Aid Project No. I-78(31).

The 18-inch and 24-inch corrugated metal pipe is shown on the plans but was not included in contract bid items. The contractor's proposed price seemed excessive, so it was decided to do the necessary installation as extra work. The 6-inch perforated pipe is necessary to drain a spring area in the vicinity of station 276+00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures
DBP:lmr

RECEIVED
SEP 24 1957
FOR FILING

FORM E-90X—90M—11-55—90236

(31)

4847

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1957

SUBJECT:

To: Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between Kuckenberg Construction Company and Warren Northwest, Inc. covering Items 25, 26, 28, 29 and 30, on the Missouri Bottom-Fords Bridge Contract No. 4847, Oregon I-78 (31) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

cc to: Forrest Cooper ✓
C. G. Polk (2)

RECEIVED
[illegible] 1957
OFFICE OF
[illegible] ENGINEER

RECEIVED
SEP 20 1957
FOR FILING

1847

September 18, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering excavating and placing fine material on detour road on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 1847, in connection with Federal Aid Project No. I-78(31).

Material from cuts to be used as surfacing on the detour road, Stations 282 to 300, was toocoarse to provide a smooth surface. It was necessary to use other fine material to put the detour in shape for traffic.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DAB:lr

RECEIVED
AUG 6 1957

FOR FILING

I-99(31)

4847

August 5, 1957

Mr. [illegible] G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 243 covering installing guard rail and sight posts on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4847, in connection with Federal Aid Project No. I-99(31).

This work was necessary for traffic safety. It was done just prior to opening the detour, July 10. The contractor was not equipped to do the work. Please note that the order does not include materials, but installing only.

Your approval of this order on force account basis using State Forces is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
AUG 6 1957
FOR FILING

[illegible]

4847

August 2, 1957

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 Revised covering installing irrigation pipe on the Mission Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4847, in connection with Federal Aid Project No. I-78(31).

It has developed that this work will cost more than was anticipated on the original order. The revised Order for Extra Work No. 2 is to cover the expected additional costs.

Order for Extra Work No. 2 was approved by the Bureau of Public Roads June 13, 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

RECEIVED
JUL 31 1957
FOR FILING

[illegible]

[illegible]

July 30, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering placing and vibrating selected river gravel at bridge ends on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4847, in connection with Federal Aid Project No. I-78(31).

To avoid settlement at ends of the Chadwick Lane overpass, it is proposed to place selected materials from the channel change in the vicinity and vibrate with concrete vibrators. It is thought this treatment will eliminate any settlement at the bridge ends.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
JUN 19 1957
FOR FILING

08-35

4847

June 14, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-78(31)
Missouri Bottom-Fords Bridge Unit,
Pacific Highway - Order for State
Force Work dated May 16, 1957
Adjust California Oregon Power Co.
Power Lines
Estimated Cost $835.03

Dear Sir:

We are approving the subject order today. If Federal participation in the cost incurred is desired, the estimated cost should be shown in the project agreement estimate.

Very truly yours,

C. G. Polk
Division Engineer

By

E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

Original to
Mr. Probert

RECEIVED
JUN 13 1957
FOR FILING
4847

June 13, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering installation of 6" irrigation pipe on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4847, in connection with Federal Aid Project No. I-78(31).

This work is necessary to carry irrigation pipes across the right of way and under new roadway. It is necessary to lower the pipes for construction.

The property is under condemnation and the work must be done at once to expedite construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.

DBP:cr

RECEIVED
JUN 7 1957
FOR FILING

4241

file

08-35

June 5, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-78(11)
Missouri Bottom-Fords Bridge Unit,
Pacific Highway - Order for State
Force Work dated January 30, 1957 -
Seeding and Mulching - Estimated
Cost $7,500.00

Dear Sir:

Reference is made to your letter dated February 15, 1957 concerning the subject order.

We are approving the use of State force as being in the public interest in this case for the following reasons:

(1) The contractor is neither properly equipped nor staffed to perform the work contemplated under this order.

(2) The State has trained men and specialized equipment to perform the work economically.

(3) The amount of work is too small to warrant a separate contract.

Very truly yours,

C. C. FOLK
Division Engineer

NOTED
FORREST COOPER

Original
to Mr. Probert

RECEIVED
FEB 18 1957
FOR FILING

5-[illegible](11)

[illegible]147

February 1[illegible], 1957

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force work No. [illegible] covering seeding and mulching cut and fill slopes on the [illegible] Dutton-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4147, in connection with Federal Aid Project No. I-[illegible](11).

This work is necessary to control erosion on cut and fill slopes.

The contractor is not equipped to do this work. The State has the special equipment necessary for the work, operated by trained crews. It is in the public interest and more economical to do this work with State Forces.

We are, therefore, requesting approval to perform this work on force account basis. Equipment rental rates will be in accordance with the standard schedule.

This work has not been started.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]
Enclosures

RECEIVED
JUN 6 1957
FOR FILING
I-70(31)
4847

June 4, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 285 covering adjusting power lines on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4847, in connection with Federal Aid Project No. I-70(31).

This work is necessary to adjust power lines for construction.

The obligation of the State is established by attached copies of letters of the Assistant Counsel. Estimates of the California Oregon Power Company, which will do the work, are also enclosed.

Your approval of this order under the provisions of GAM-300 is requested.

This work was done March 20, 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmr

FORM E-133X 37½M
COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-7 (31)
4047

April 22, 1957

The California Oregon Power Company
216 West Main Street
Medford, Oregon

Re: The California Oregon Power Company
Power Line Adjustment
Missouri Bottom-Fords Bridge
Pacific Highway

Gentlemen:

Bids on the above titled project were received on January 22, 1957 and it appears that certain of your facilities must be adjusted in order to accommodate the highway construction.

This adjustment involves the raising of a line to provide adequate clearance at a crossing near Highway Engineer's Station 152+80. The existing line is located on private property by easements, which were recorded in Book 221, page 129; Book 212, page 398; and Book 167, page 266, of the Douglas County Records.

In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the rearrangement work, exclusive of any improvements in the value of your facilities not made necessary by the moving work, with deductions for salvage and depreciation.

In order that we may comply with the conditions of General Administrative Memorandum No. 300, issued by the Public Roads Administration under date of May 1, 1946, it is requested that you submit to Mr. Jack A. Rowland, Resident Engineer, Roseburg, Oregon, an estimate of the cost of the work. This estimate should show lump sum amounts for labor, materials, equipment rentals and deductions for salvage and depreciation. Your final billing for the work also should be submitted to Mr. Rowland.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Frank Morgan
Mr. Jack A. Rowland
Mr. R. L. Porter

RECEIVED
APR 23 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAR 18 1957
FOR FILING

I-78

4847

March 13, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering state share of flagging costs on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4847, in connection with Federal Aid Project No. I-78(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:car

A

RECEIVED
FEB 20 1957
FOR FILING
I-78(31)
4847

February 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 6, 1957, on Contract No. 4847, Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section, in Douglas County, in connection with Federal Aid Project No. I-78(31).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmr

RECEIVED
FEB 14 1957
FOR FILING

4847

February 13, 1957

Kuckenberg Construction Co.
11104 N. E. Holman
Portland 20, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4847, which was awarded to you by the State Highway Commission on January 22, for grading on the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

We are also senting a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1957
FOR FILING

[illegible]

4847

January 24, 1957

Kuckenberg Construction Co.
11104 N. E. Holman Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on January 22, 1957, awarded to you State Highway Contract No 4847 for grading on the Missouri-Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

This award was based on your bid of $1,049,843.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JAN 25 1957
~~FOR FILING~~
OREGON DISTRICT
I-78(31)
4847

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

January 22, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 4847 for Oregon Project I-78(31), Missouri Bottom-Fords Bridge Unit of the Pacific Highway, to Kuckenberg Construction Company of Portland, Oregon, low bidder in the amount of $1,049,843.00 at the January 22, 1957 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
JAN 24 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

~~File~~ ✓

P

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

I-78(31)

4847

08-35

December 31, 1956

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-78(31), Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld until all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
JAN 18 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 5 1956
FOR FILING

I-78 (21)

4847

MISC. CONTRACTS and AGREEMENTS No. 1786

Salem, Oregon
October 3, 1956

Douglas County Throughway Agreement
Missouri Bottom-Fords Bridge Unit
Myrtle Creek-Canyonville Section
Pacific Highway

Mr. John W. Cattrall
City & County Relations Engineer
Office

Attached is a conformed copy of a throughway agreement with Douglas County covering the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Douglas County.

Secretary

rn
Attach: 1

FORM 230—20M—2-55—62986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1956

Assignment No. 68

SUBJECT: Douglas County Throughway Agreement
Missouri Bottom-Fords Bridge Unit
Myrtle Creek-Canyonville Section
Pacific Highway

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Missouri Bottom-Fords Bridge Unit of the Myrtle Creek-Canyonville section of the Pacific Highway in Douglas County. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature.

This completes Assignment No. 68.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Sept 26, 1956

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids to be received Sept. 28, 1956. Agreement provides that County will maintain certain sections and also provides for closure of County roads.
H B Glaisyer
Secretary

FORM 230—12½ M—8-55—86208

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1956

SUBJECT: Douglas County Throughway Agreement
Missouri Bottom-Fords Bridge Unit
Myrtle Creek-Canyonville Section
Pacific Highway

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Attached hereto are six (6) copies of a throughway agreement relative to the Missouri Bottom-Fords Bridge Unit of the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

Please note that one copy of the agreement does not have an attached exhibit which may be obtained from the County-City Relations Division.

Robert P. Amacher
ROBERT P. AMACHER
Assistant Attorney

RPA:br
Attch: (6)

R SEP 25 1956

RECEIVED
OCT 4 1956
FOR FILING

October 3, 1956

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County a fully executed copy of a Throughway Agreement between the State Highway Commission and Douglas County covering the Missouri Bottom-Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
SEP 19 1956
FOR FILING

P

Salem, Oregon
September 18, 1956

Douglas County Throughway Agreement
Missouri Bottom-~~Fanis Bridge Unit~~
Myrtle Creek-Canyonville Section
Pacific Highway

Mr. C. W. Enfield
OFFICE

The State Highway Commission plans to call for bids on the subject named project at its September 27-28 meeting. The project begins at Highway Engineer's Survey Station 149+18 and extends in a southerly direction to Highway Engineer's Survey Station 326+00. Will you please prepare a throughway agreement covering the following points:

THINGS TO BE DONE BY STATE

(1) State shall construct and thereafter maintain the throughway and interchange as shown colored in green on sheets nos. 1 and 2 of Exhibit "A."

(2) State shall construct and thereafter maintain a separation structure carrying the Missouri Bottom County Road No. 28B over the throughway as shown colored in purple on sheet no. 1 of said Exhibit "A."

(3) State shall relocate and reconstruct the Missouri Bottom County Road No. 28B as shown colored in orange on sheet no. 1 of said Exhibit "A."

(4) State shall reconstruct the Riddle-Pacific Highway via Pruners County Road No. 27 as shown colored in orange on sheets nos. 1 and 2 of said Exhibit "A."

THINGS TO BE DONE BY COUNTY

(1) County consents to the provisions as described and set forth in paragraphs 1 and 2 under THINGS TO BE DONE BY STATE.

(2) County consents to assume maintenance of and continue jurisdiction over those portions of county roads as described and set forth in paragraphs 3 and 4 under THINGS TO BE DONE BY STATE.

Please prepare six copies of the agreement in addition to any you require. One copy of Exhibit "A" is attached as your file copy. Additional copies of the exhibit will be furnished by County and City Relations Division.

G. S. Paxson
Assistant State Highway Engineer

JDG:
Att.
cc: Tom Edwards
G. S. Paxson
J. W. Cattrall

RECEIVED
SEP 19 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1956

SUBJECT: Douglas County Throughway Agreement
Missouri Bottom-Canyonville Unit
Myrtle Creek-Canyonville Section
Pacific Highway

To: Mr. Tom Edwards
OFFICE

Attached is a suggested draft to the Legal Division covering the subject named project.

Please check the agreement, and if correct, forward it to Mr. Paxson for transmittal to the Legal Division.

John D. Graham
Office Engineer, County & City Relations

JDG:mm
Att.

cc: G. S. Paxson

APPROVED
[illegible] ENGINEER

NOTED
G. S. PAXSON

RECEIVED
FOR FILING

mile

Salem, Oregon
Sept. 20, 1956

Missouri Bottom-Ford's Bridge Unit
Myrtle Creek-Canyonville Section

Mr. Virgil O'Neil
Assistant Office Engineer
Building

It is requested that you add $7500 to the authorization for the subject job for mulching, seeding and refertilising to control surface erosion. It is anticipated that the work will be accomplished by State Forces under the supervision of the Landscape Engineer.

Forrest Cooper
Deputy State Highway Engineer

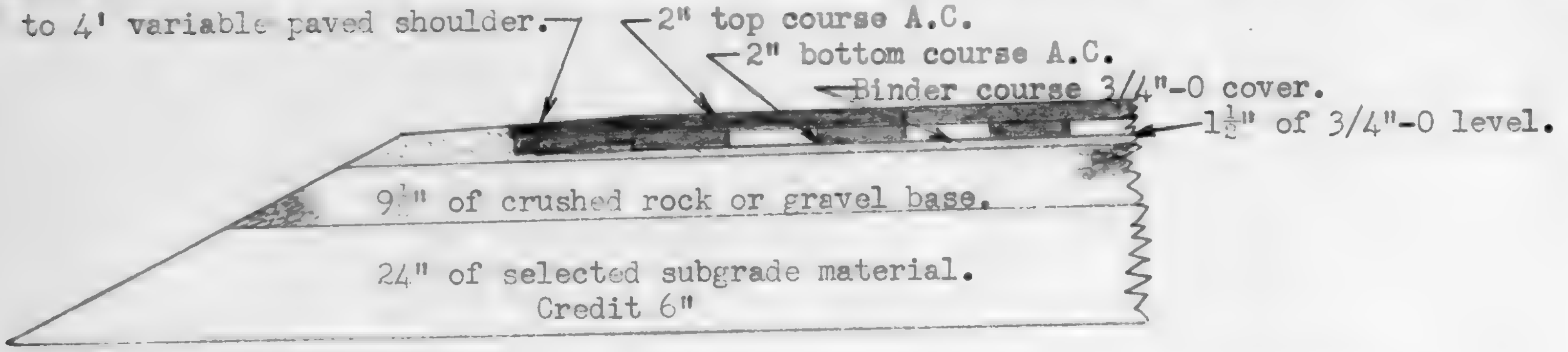
cc Mr. Tom Edwards
Mr. M. H. Astrup

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Missouri Bottom-Fords Bridge Highway Pacific County Douglas Prefix

Res. Engr. J. Rowland Length of Project 3.11 Miles. Sta. 153+30 to Sta. 326+00 Date 8-6-56

TYPICAL SECTIONS ADT Trucks - 600+ Traffic Classification - VH

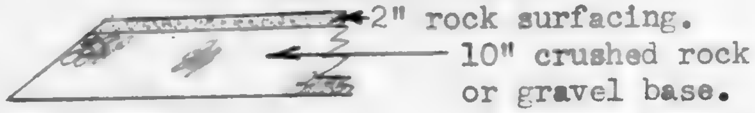

3' to 4' variable paved shoulder.
2" top course A.C.
2" bottom course A.C.
Binder course 3/4"-0 cover.
1½" of 3/4"-0 level.
9½" of crushed rock or gravel base.
24" of selected subgrade material.
Credit 6"

This section pertains to the following lines:

Main Roadway	H 0+00 to 3+50
S 0+00 to 9+00	G 0+00 to 5+00
N 0+50 to 16+34	U 0+00 to 1+92
O 0+50 to 2+50	P 0+00 to 2+24
F 0+50 to 25+62	E 0+00 to 9+48

Frontage Road

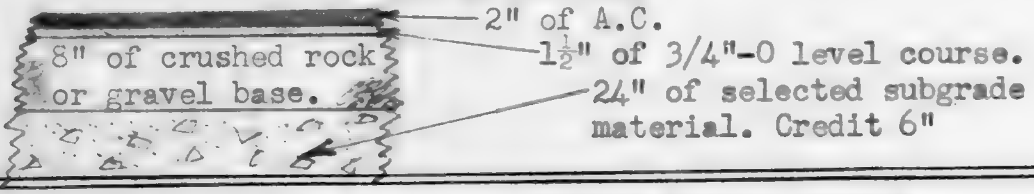
Sta. 229+00 to 240+00


2" rock surfacing.
10" crushed rock
or gravel base.

Typical Soil

62 % Pass 200
26 LL
7 PI
32 % Silt
19 "R" Value

C 0+00 to 19+52


2" of A.C.
1½" of 3/4"-0 level course.
8" of crushed rock
or gravel base.
24" of selected subgrade
material. Credit 6"

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			4" 1½" 9½"	A.C. Level Base
24" select subgrade material		Credit	6"	for Base
21"			21"	
C 0+00 to 19+52				
			2" 1½" 8"	A.C. Level Base
24" S.S.M.			6"	Credit for Base
17½"			17½"	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Gravel Bar 400' Rt. Sta. 271+00 M.P. (old) 225.3	278868	2.86	Gravel	5"	19.1	1	18.1		26	0	
Typical selected subgrade material.	351389	2.63	Rock				50.9	3.7	21	0	

Submitted by C. J. Gregg
Asst Soils Engineer

Recommended by L. H. Young
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

20-1614 Eugene Traffic Signal 1957
Installation
#4848

RECEIVED

FORM [illegible]

444

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1958

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
Sixth and Seventh Avenues (US99)
at Lincoln Street
Eugene

To: Leonard I. Lindas
Chief Counsel
Office

The State Highway Commission, at its meeting on December 5, 1957, approved the installation of traffic signals at the intersections of Sixth and Seventh Avenues with Lincoln Street in the City of Eugene. Will you please prepare the necessary State-City agreement.

In the way of material to be included in the agreement, I offer the following:

1. The highway involved is the Pacific Highway, which in this section of Eugene is routed over a one-way couplet, with Sixth Avenue carrying westbound and Seventh Avenue eastbound traffic.

2. The intersections involved are those of Sixth and Seventh Avenues with Lincoln Street.

3. It is planned to install fixed-time traffic signals at these intersections as shown on the attached plan. The proposed signals will be interconnected with the existing traffic signal in the City of Eugene.

4. The installation is estimated to cost $8,200.

5. The State shall make the installation either with its own forces or by contract, and in the first instance, pay all costs thereof. The signal cost shall be shared by the City and State as outlined below.

6. The base cost of $8,000 shall be shared equally by the City and the State. In addition, certain of the poles to be installed at these intersections will be used jointly for supporting the traffic signal spans and supporting luminaire units which will be installed by

the City of Eugene. The extra cost for over-length poles is estimated to be $200 and shall be borne solely by the City of Eugene.

7. The City of Eugene, when returning the signed agreements, shall submit its check for $4,200.

8. The City shall maintain the signal after installation and pay for all electrical energy consumed. The City shall agree to make no changes in the timing program of these signals without prior approval from the State.

9. It is agreed between the two parties to this contract that at such time as the material installed under this agreement is in need of replacement, the cost of such shall be on the same basis as the original installation.

If after preparation you will submit the agreements to this office, we will check them and care for further processing.

ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

VPJ:kg
Attachments
cc: G. S. Paxson
Clarence Swenson

RECEIVED
[illegible] 1958
OFFICE OF
[illegible] ENGINEER

RECEIVED
MAY 22 1957
FOR FILING

File

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 15, 1957

20-1614

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4848	1-Final	Trowbridge Electric Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10596	H-180999	$ 7,795.00	5/15/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 60 Workdays from Feb. 5, 1957

Time Extensions: None

Completion Date: Apr. 23, 1957

Date Accepted: May 16, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: May 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: MAY 21 1957

Ruth Rawlings

RECEIVED
MAY 6 - 1957
FOR FILING

May 3, 1957

CERTIFIED MAIL

Saint Paul Fire and Marine Insurance Co.
Saint Paul 2
Minn.

Gentlemen:

State Highway Contract No. 4848 for work performed on the Garfield Street-Eugene Section of the Pacific Highway in Lane County was completed by the contractor, Trowbridge Electric Company, on April 23, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $7,795.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $7,795.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisifed, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

cc: Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD

RECEIVED
FEB 14 1957
FOR FILING

February 14, 1957

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

We enclose herewith a copy of contract No. 4848, which was awarded to Trowbridge Electric Company by the State Highway Commission on January 22, for Garfield Street-Eugene Traffic Signal Installation on the Pacific Highway in Lane County.

We are sending you a copy of this contract for your files as you appear as surety on the bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

cc: Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

RECEIVED
FEB 14 1957
FOR FILING

1-14

February 13, 1957

Trowbridge Electric Company
622 S. E. Jackson Street
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4848, which was awarded to you by the State Highway Commission on January 22, for traffic signal installation on Garfield Street in Eugene, Lane County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

f14

RECEIVED
FEB 14 1957
FOR FILING

20-1214

4778

MISC. CONTRACTS and
AGREEMENTS No. 1224

Salem, Oregon
January 31, 1957

Traffic Signal Agreement
6th & 7th Ave. At Pacific Hwy.
Eugene

Mr. C. G. Swenson
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Eugene covering the traffic signal installation at 6th & 7th Avenues at Pacific Highway in Eugene.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Eugene, Oregon.

Secretary

rn
Attach: 1

FORM 830—30M—11-53—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1957

SUBJECT: Traffic Signal Agreement
6th & 7th Ave. at Pacific Hwy.
Eugene

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the above named project. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission for signature. Both copies require your signature.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST STATE HIGHWAY ENGINEER
Date Jan. 21, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-27-56 Minute Page 34
Secretary

sign 2 copies

(A)

RECEIVED
FEB 1 1957
FOR FILING

2a-1614

4-48

January 31, 1957

Mr. Daniel O. Potter
City Recorder
City Hall
Eugene, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Eugene covering traffic signal installation at 6th and 7th Avenues at Pacific Highway in Eugene.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
JAN 25 1957
FOR FILING

4848

January 24, 1957

Trowbridge Electric Company
622 S. E. Jackson
Roseburg, Oregon

Gentlemen:

The State Highway Commission on January 22, 1957 awarded to you State Highway Contract No. 4848 for traffic signal installation at the intersection of Sixth and Seventh Avenue on Garfield Street in the City of Eugene in Lane County.

This award was based on your bid of $7,795.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JAN 21 1957
FOR FILING

FORM E-30X—37,500—2-55—52987

20-1614

4848

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1957

SUBJECT: Advance Deposit,
Eugene Traffic Signal

To: Mr. C. H. Maison
OFFICE

Attached is Warrant #45,661 from the city of Eugene in the amount of $3,000. This amount together with the unrefunded deposit of $579.33 in the advance deposit fund represents the city's advance deposit on its share of the estimated cost of traffic signal installations on 6th Avenue (Pacific Hwy. No. 1) at Garfield Street and 7th Avenue.

Robert H. Prange
Office Engr., County & City Relations

RHP:mm
Att.

cc: G. S. Paxson
J. Al Head

NOTED
G. S. PA

P

RECEIVED
DEC. 5 1956
FOR FILING

December 4, 1956

Hansen & Rowland, Inc.
625 Dexter Horton Building
Seattle 4, Washington

Attention: Mr. Leonard E. Frank, Mgr.
Surety Bond Department

Gentlemen:

This is to acknowledge your letter of December 3 in which you state that you have not yet received the unit sheet for the traffic signal job in Eugene. Because of unforeseen difficulties this project has been withdrawn from the letting of December 17 and will probably be readvertized at a later letting.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

HANSEN & ROWLAND INC.

GENERAL AGENTS

SURETY BONDS - GENERAL INSURANCE

625 DEXTER HORTON BUILDING — PHONE ELIOT 4757

SEATTLE 4, WASHINGTON

"Since 1890"

TACOMA
SEATTLE
PORTLAND
LOS ANGELES
SAN FRANCISCO

December 3, 1956

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC. NOT TO INDIVIDUALS

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Re: Bid opening of December 17, 1956

Dear Sir:

We do not seem to have received the unit sheet on Job No. 3 - Eugene Traffic Signals on Garfield Street at 6th and 7th Streets in the City of Eugene - on which bids are being opened on December 17. We would appreciate your forwarding same as soon as possible.

Thanking you, we are

Very truly yours

HANSEN & ROWLAND, Inc.
General Agents.

Leonard E. Frank

Leonard E. Frank, Mgr.
Surety Bond Department.

sf

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

RECEIVED
DEC 4 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 12 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1956

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
6th-7th Avenues at Garfield Street
Eugene

6619

To: MEMO TO FILE

This is to advise that the writer has determined from conversations with Mr. Gardner that the City of Eugene has $579.33 of un-refunded monies in the Advance Deposits. An agreement is presently being prepared for the above subject traffic signal installation. This agreement calls for the City to deposit with the State Highway Department $3,500 as a 50 percent payment. At the time the agreement is forwarded to the City, they should be advised of this $579.33 un-refunded deposit which could be applied as off-set against their $3,500 deposit.

It therefore, is recommended that the City of Eugene be required to deposit only $3,000 rather than the $3,500 in the agreement. This matter was discussed with Mr. Nuttman, Attorney in the Legal Department, and is agreeable with him rather than to change the text of the agreement.

It would be appreciated if Mr. Val Johnson and Mr. Clarence Swenson would check this point when the agreement is returned from the Legal Division for processing.

J. Al. Head
Assistant Traffic Engineer

JAH:njs

cc: G. S. Paxson
P. M. Stephenson
C. Swenson
C. H. Maison
V. P. Johnson

RECEIVED
1956
OFFICE OF
STATE ENGINEER

OTED
S. PAXSON

RECEIVED
DEC 12 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1956

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
6th-7th Avenues at Garfield Street
Eugene

6619 To: MEMO TO FILE

This is to advise that the writer has determined from conversations with Mr. Gardner that the City of Eugene has $579.33 of un-refunded monies in the Advance Deposits. An agreement is presently being prepared for the above subject traffic signal installation. This agreement calls for the City to deposit with the State Highway Department $3,500 as a 50 percent payment. At the time the agreement is forwarded to the City, they should be advised of this $579.33 un-refunded deposit which could be applied as off-set against their $3,500 deposit.

It therefore, is recommended that the City of Eugene be required to deposit only $3,000 rather than the $3,500 in the agreement. This matter was discussed with Mr. Nuttman, Attorney in the Legal Department, and is agreeable with him rather than to change the text of the agreement.

It would be appreciated if Mr. Val Johnson and Mr. Clarence Swenson would check this point when the agreement is returned from the Legal Division for processing.

J. Al. Head
Assistant Traffic Engineer

JAH:njs

cc: G. S. Paxson
P. M. Stephenson
C. Swenson
C. H. Maison
V. P. Johnson

RECEIVED
1956
OFFICE OF
STA[illegible] ENGINEER

OTED
S. PAXSON

RECEIVED
FOR FILING

P

FORM E-30X—50M—11-55—90225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1956

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
6th and 7th Avenues at Garfield Street
Eugene

To: Mr. G. W. Enfield
Chief Counsel
Office

The State Highway Commission, at its meeting on September 27-28, 1956, approved the installation of traffic signals at the intersections of 6th and 7th Avenues with Garfield Street in the City of Eugene. Will you please prepare the necessary state-city agreement.

In the way of material to be included in the agreement, I offer the following:

1. The highway involved is the Pacific Highway, No. 1, US99 which in this section of Eugene is routed over a one-way couplet with 6th Avenue carrying westbound and 7th Avenue carrying eastbound traffic.

2. The intersections involved are those of 6th and 7th Avenues with Garfield.

3. It is planned to install fixed-time traffic signals at these two intersections interconnected with the existing traffic signal system on 6th and 7th Avenues.

4. The installation is estimated to cost $7,000 and should be shared equally by the City and the State.

5. The City shall maintain the signals after installation and shall pay for all electrical energy consumed.

6. The City shall make no changes in the timing program without prior approval, in writing, from the State.

7. The City, when returning the signed agreements, shall submit its check for one-half the estimated cost of the installation.

8. It is agreed between the two parties of this agreement that at such time as the material installed under this agreement is in need of replacement, the cost of such replacement shall be shared on the same basis as the original installation.

NOTED
G. S. PAXSON

The plans for the installation are in the process of preparation and will be submitted later for inclusion in the agreement. If, after preparation, you will submit the agreements to this office, through Mr. Paxson's office, we will check them and care for further processing.

F B Crandall
F. B. Crandall
Traffic Engineer

VJ:bo/ng
cc: Mr. G. S. Paxson
Mr. Clarence Swenson

RECEIVED
NOV 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 15 1956
FOR FILING

4a-3
1-27-56

October 8, 1956

66190

Mr. Robert A. Finlayson
City Manager
Eugene, Oregon

Dear Mr. Finlayson:

In your letter of July 19, 1956 directed to Mr. R. H. Baldock, State Highway Engineer, you advised that the Eugene City Council had approved an appropriation to finance the installation of traffic signals at the intersections of 6th Avenue and 7th Avenue with Garfield Street, and you requested that these two intersections be examined by our Traffic Engineering Department to determine whether or not signalization is warranted at these points.

The investigation has been made and the findings were reported to the State Highway Commission at its meeting on September 27. The Engineer at that time recommended that the signals be installed at both points on the condition that the City of Eugene will assume payment of fifty percent of the cost involved, will furnish electrical energy to operate the signals, and will maintain the signals after the installation is completed. The estimated total cost is $7,000, which means that the State and the City will both contribute $3,500.00. You will be pleased to know that the Commission approved the recommendation and authorized the installation on such basis.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc: F. B. Crandall

RECEIVED
SEP 20 1956
FOR FILING

September 20, 1956

Oregon State Highway Commission

Gentlemen:

Under date of September 18 I recommended to you that traffic signals be installed at the intersection of Sixth and Seventh Avenues with Garfield Street in Eugene at an estimated cost of $7,000. I neglected to advise you that this is to be a cooperative project wherein the City of Eugene will share the cost, paying 50 per cent, $3,500, and furnish electrical energy and maintain the signals after installation. The estimated cost to the State is $3,500.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. C. H. Maison

RECEIVED
SEP 19 1956
FOR FILING

September 18, 1956

Oregon State Highway Commission

Gentlemen:

We have received a request from Mr. Robert A. Finlayson, City Manager of Eugene, for the installation of traffic signals at the intersection of Sixth and Seventh Avenues with Garfield Street near the westerly edge of the city. Sixth Avenue carries one-way traffic northbound and Seventh Avenue, one-way traffic southbound on US99 at this point.

An investigation by the Traffic Engineering Division revealed that traffic volumes at these intersections exceed the minimum warrants for signalization of urban intersections. It is recommended that fixed-time traffic signals, complete with interconnection to the existing traffic signal system on US99 in Eugene, be installed. The work is estimated to cost $7,000 and there are sufficient anticipated funds in the 1957 Minor Betterment Budget for Traffic Signal Projects to be Selected to cover the cost of the work.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. C. H. Maison

VJ:bc fn

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
September, 1956

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
Garfield Street at Sixth and Seventh Avenues
US99 - Eugene

Recommendation:

It is recommended that fixed time traffic signals, interconnected with the existing traffic signal system on US99, be installed at the intersections of Garfield Street with Sixth and Seventh Avenues in the City of Eugene. The installation is estimated to cost $7,000.

Historical Background:

This investigation and report is in response to a request dated July 19, 1956, from Mr. Robert A. Finlayson, City Manager of Eugene.

Investigation:

The points investigated are four-way intersections near the westerly edge of the City of Eugene. At this point Sixth Avenue carries one-way traffic westbound and Seventh Avenue, one-way traffic eastbound. Garfield Street has recently been improved from the Richardson-Eugene Highway at 11th Avenue to Sixth Avenue. This has caused an increase of traffic on Garfield Street. At the present time vehicles entering Sixth and Seventh Avenues are required to stop before proceeding. The indicated speed on Sixth and Seventh Avenues is 40 MPH.

Sixteen-hour vehicle and pedestrian counts were taken at the intersections on Tuesday, August 28, and Thursday, August 30, 1956. It was found that at Sixth Avenue a total of 16,464 vehicles entered the intersection with 2,725, or 17 percent of the total, entering from Garfield Street during the 24-hour period. During 16 hours, 25 pedestrians crossed Sixth Avenue. At the Seventh Avenue intersection, the 24-hour entering volume was 15,710 with 3,111, or 20 percent, entering from Garfield Street. The 16-hour pedestrian volume across Seventh Avenue at this point was 14. Because the recent improvement of Garfield Street has changed the traffic pattern at these intersections, previous accident records are of no value. Thus, no accident analysis was conducted.

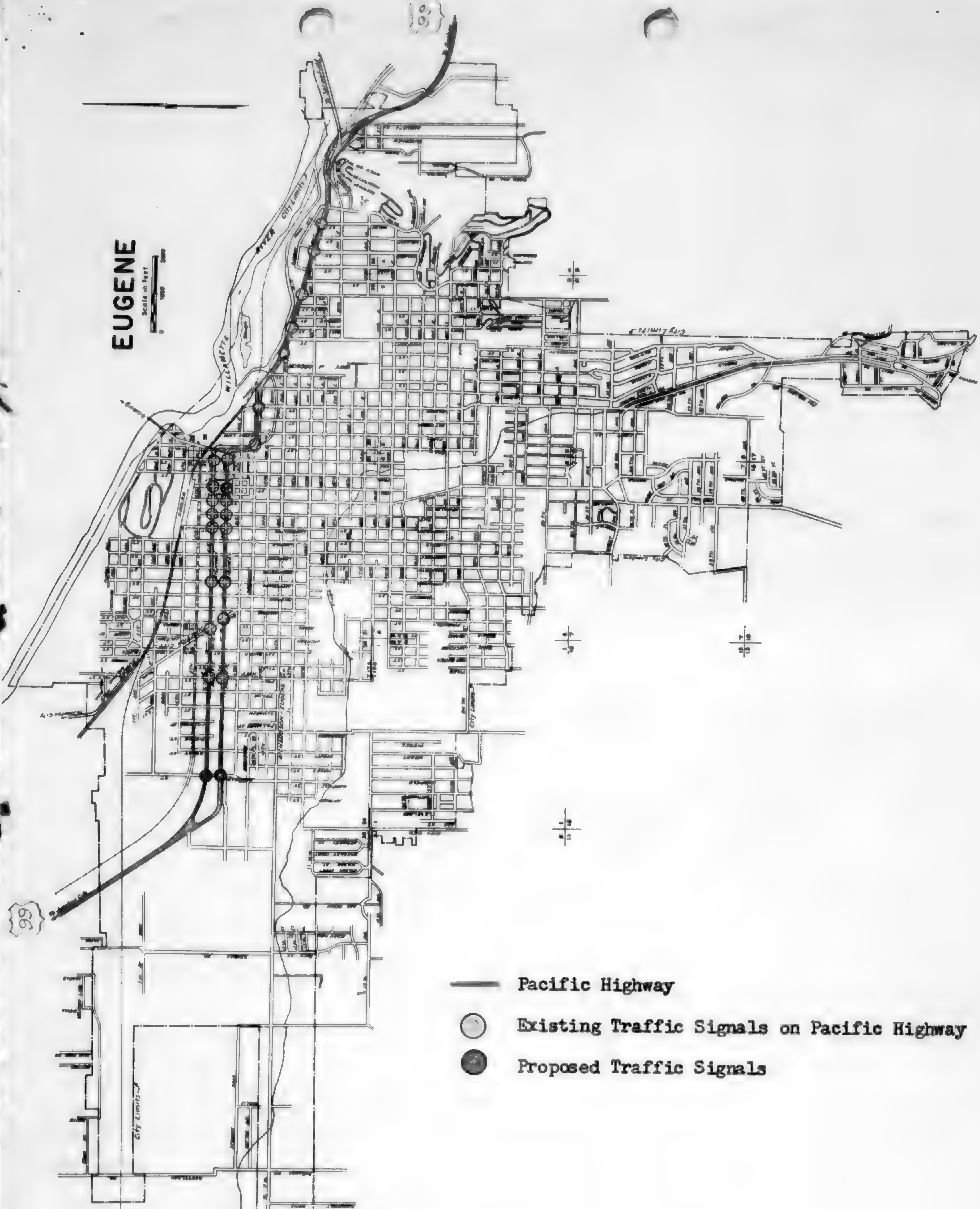
In the table below conditions at these intersections are compared with the standard warrants for signalization of urban intersections, as formulated by the American Association of State Highway Officials:

Item	Sixth & Garfield	Seventh & Garfield	Minimum Warrant
Total Volume Warrant:			
Ave. Hourly Total Volume (Max. 8 Hrs.)	1,171	1,087	750
Ave. Hourly Cross-Street Volume (Max. 8 Hrs.)	210	230	175

Item	Sixth & Garfield	Seventh & Garfield	Minimum Warrant
Pedestrian Warrant:			
Ave. Hourly Ped. Volume Across Main Street (Max. 8 Hrs.)	3	2	250
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	818	770	600
Interruption of Continuous Traffic Warrant:			
Ave. Hourly Veh.Volume on Main Street (Max. 8 Hrs.)	959	856	750
Ave. Hourly Combined Volume Across Main Street (Max. 8 Hrs.)	212	228	75
Accident Warrant:			
(Not Applicable)	-	-	-

From the table it is seen that both the total volume and interruption of continuous traffic warrants are exceeded by a considerable margin. It is recommended that fixed time traffic signals be installed with interconnection to the existing traffic signal system on US99. This work is estimated to cost $7,000.

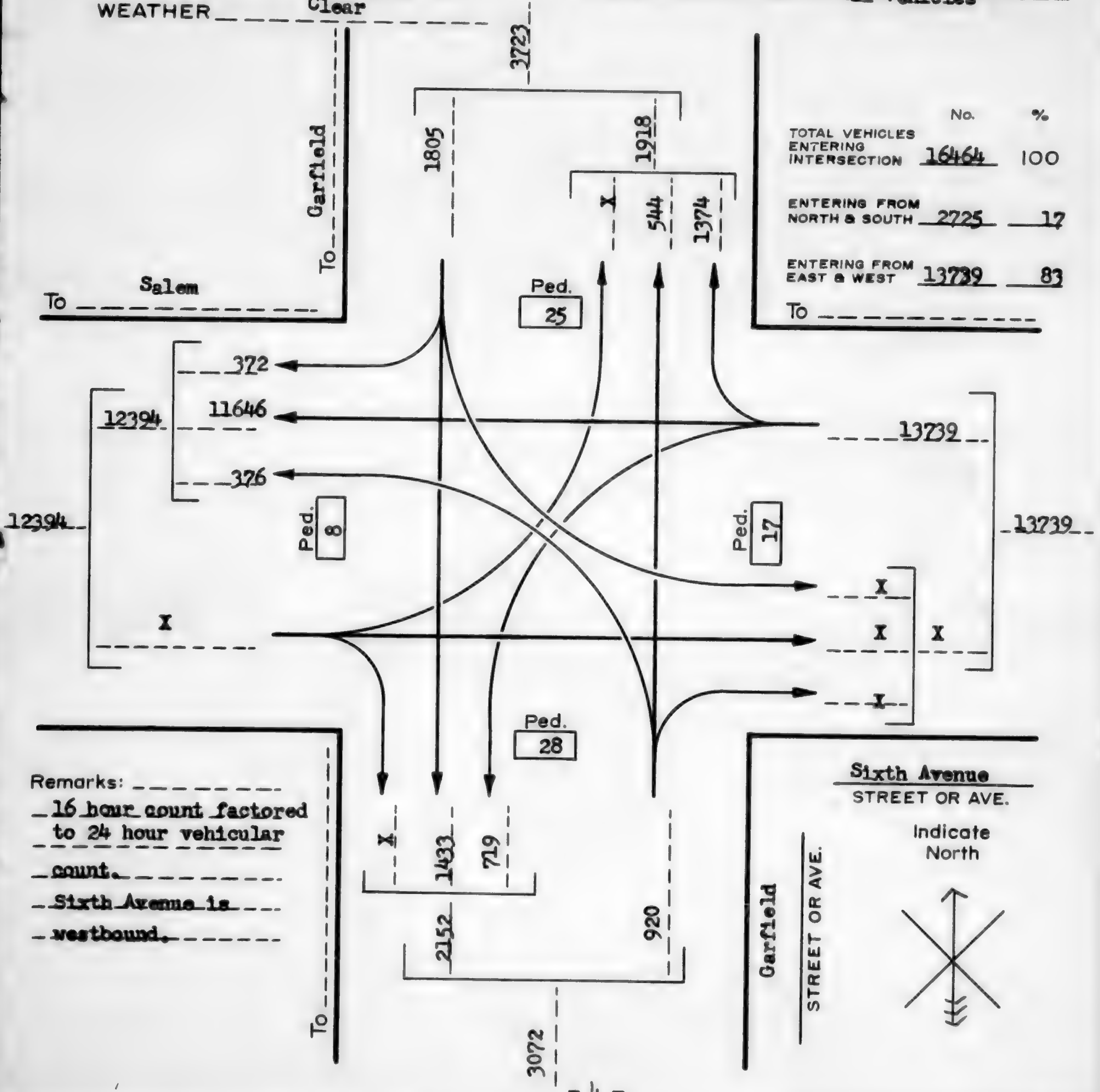
VJ:bc


EUGENE
Scale in Feet
Willamette River
City Limits
99
Pacific Highway
○ Existing Traffic Signals on Pacific Highway
● Proposed Traffic Signals

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE August 28, 1956
DAY OF WEEK Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Clear

CITY OF Eugene
INTERSECTION OF Garfield
AND Sixth Avenue
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles


3723
1805
1918
X
544
1374
To Garfield
To Salem
Ped. 25
372
11646
376
12394
12394
X
Ped. 8
Ped. 17
13739
13739
X
X
X
X
Ped. 28
X
1433
729
2152
920
3072
To
To
Garfield STREET OR AVE.
Sixth Avenue STREET OR AVE.
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	16464	100
ENTERING FROM NORTH & SOUTH	2725	17
ENTERING FROM EAST & WEST	13739	83

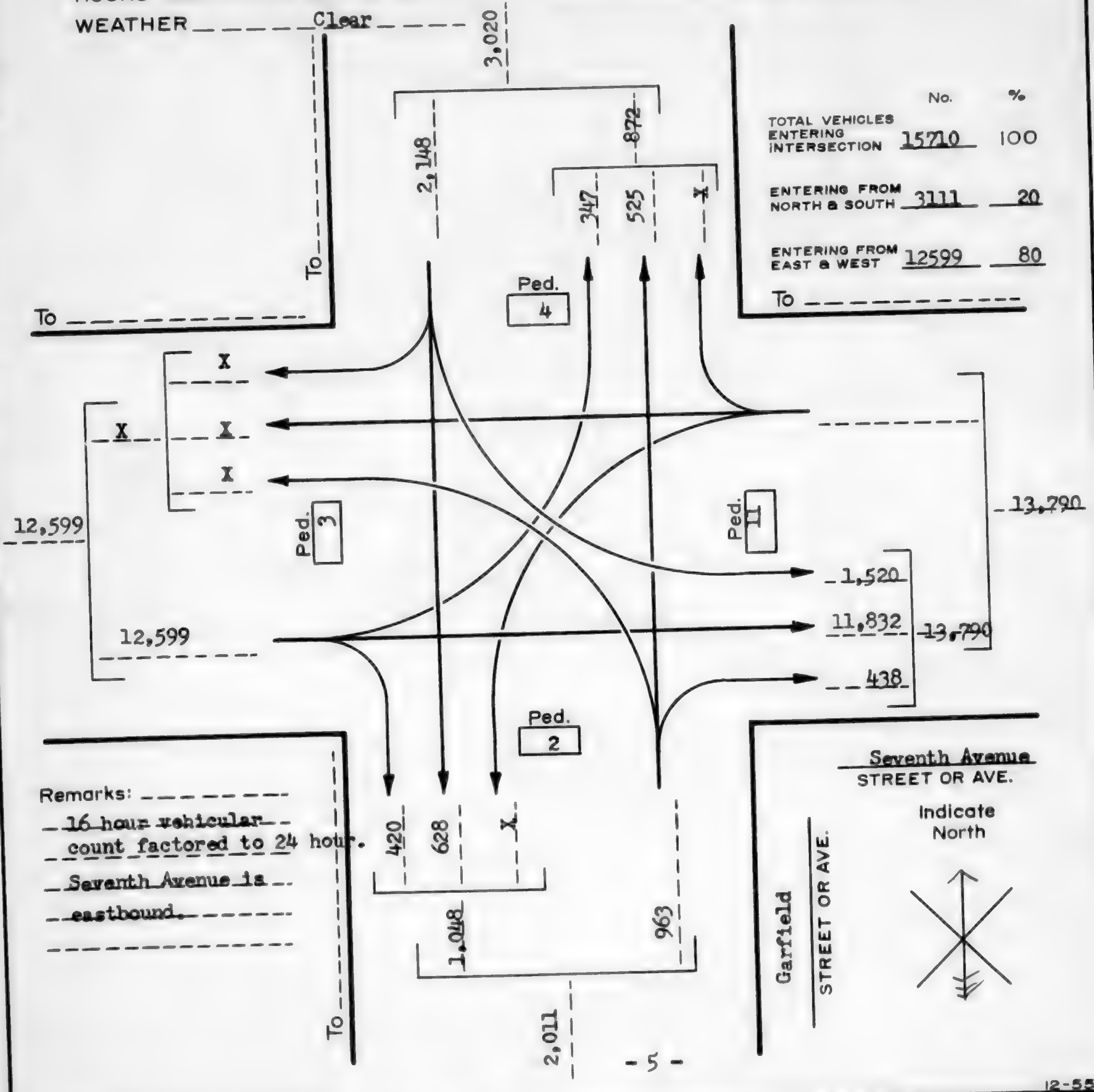
To

Remarks:
16 hour count factored to 24 hour vehicular count.
Sixth Avenue is westbound.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE August 30, 1956
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Clear

CITY OF Eugene
INTERSECTION OF Garfield Street
AND Seventh Avenue
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles


3,020
2,148
872
347
525
X
Ped.
4
To
To
X
X
X
X
12,599
12,599
Ped.
3
Ped.
11
13,790
1,520
11,832
~~13,790~~
438
Ped.
2
420
628
X
1,048
963
2,011
To
To
Seventh Avenue
STREET OR AVE.
Garfield
STREET OR AVE.
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	15710	100
ENTERING FROM NORTH & SOUTH	3111	20
ENTERING FROM EAST & WEST	12599	80

Remarks:
16 hour vehicular count factored to 24 hour.
Seventh Avenue is eastbound.

Form E-40—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date August 27, 28, 1956
Day of week Monday and Tuesday
Hours counted
Weather

Classification All Vehicles

City of Eugene
Intersection Garfield and Sixth Avenue
Station number
Code number

		SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS				PEDESTRIANS USING	
	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East
A. M.	6:00- 7:00		151	3	-	26	57	421		14			17	689	103	15	586	85	237	586	441	114		2
	7:00- 8:00		171	19		158	51	676		62			35	1172	263	22	909	78	399	909	730	306		
	8:00- 9:00		90	12		85	35	591		52			16	881	148	17	733	83	222	733	619	188		5
	9:00-10:00		66	22		77	29	614		44			21	873	149	17	724	83	194	724	657	171		2
	10:00-11:00		66	27		77	23	719		45			11	968	138	14	830	86	193	830	757	156		2
	11:00-12:00		76	35		82	36	739		43			24	1035	177	17	858	83	229	858	798	185		1
P. M.	12:00- 1:00		61	26		78	30	787		52			32	1066	166	16	900	84	195	900	845	192	7	
	1:00- 2:00		80	24		68	24	727		41			27	991	143	14	848	86	196	848	778	160		
	2:00- 3:00		82	35		89	41	703		54			31	1035	196	19	839	81	247	839	769	215	2	1
	3:00- 4:00		141	46		195	63	856		61			28	1390	332	24	1058	76	445	1058	930	347	1	2
	4:00- 5:00		113	20		163	31	926		52			25	1330	239	18	1091	82	327	1091	971	271	2	1
	5:00- 6:00		55	19		87	28	1073		53			32	1347	166	12	1181	88	189	1181	1124	200	5	
	6:00- 7:00		21	18		52	15	612		30			11	759	96	13	663	87	106	663	641	108	2	
	7:00- 8:00		31	19		30	19	468		21			19	607	87	14	520	86	99	520	506	89	2	
	8:00- 9:00		25	4		17	7	363		14			10	440	38	9	402	91	53	402	377	48	4	1
	9:00-10:00		20	9		19	5	312		16			3	384	36	9	348	91	53	348	324	43		
	10:00-11:00																							
	11:00-12:00																							
A. M.	12:00- 1:00																							
	1:00- 2:00																							
	2:00- 3:00																							
	3:00- 4:00																							
	4:00- 5:00																							
	5:00- 6:00																							
24-Hour total			1374	372		1433	544	11646		719			376	16464	2725	17	13739	83	3723	13739	12394	3072		
16-Hour total			1249	338		1303	494	10587		654			342	14967	2477	17	12490	83	3384	12490	11267	2793	75	17
__-Hour total																								
Control																								
Factor																								

Tabulated by
Computed by
Checked by
Checked by

St. is North and South
Sixth Avenue St. ~~is East and~~ West bound

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

te August 27, 28, 1956
y of week Monday and Tuesday
urs counted
ather

Classification All Vehicles

City of Eugene
Intersection Garfield and Sixth Avenue
Station number
Code number

SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
th t	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
	151	3	-	26	57	421		14			17	689	103	15	586	85	237	586	441	114		2		
	171	19		158	51	676		62			35	1172	263	22	909	78	399	909	730	306				
	90	12		85	35	591		52			16	881	148	17	733	83	222	733	619	188		5		
	66	22		77	29	614		44			21	873	149	17	724	83	194	724	657	171		2		
	66	27		77	23	719		45			11	968	138	14	830	86	193	830	757	156		2	2	2
	76	35		82	36	739		43			24	1035	177	17	858	83	229	858	798	185		1		1
	61	26		78	30	787		52			32	1066	166	16	900	84	195	900	845	192	7		2	10
	80	24		68	24	727		41			27	991	143	14	848	86	196	848	778	160				1
	82	35		89	41	703		54			31	1035	196	19	839	81	247	839	769	215	2	1	4	6
	141	46		195	63	856		61			28	1390	332	24	1058	76	445	1058	930	347	1	2		6
	113	20		163	31	926		52			25	1330	239	18	1091	82	327	1091	971	271	2	1		1
	55	19		87	28	1073		53			32	1347	166	12	1181	88	189	1181	1124	200	5			
	21	18		52	15	612		30			11	759	96	13	663	87	106	663	641	108	2			
	31	19		30	19	468		21			19	607	87	14	520	86	99	520	506	89	2			1
	25	4		17	7	363		14			10	440	38	9	402	91	53	402	377	48	4	1		
	20	9		19	5	312		16			3	384	36	9	348	91	53	348	324	43				
	1374	372		1433	544	11646		719			376	16464	2725	17	13739	83	3723	13739	12394	3072				
	1249	338		1303	494	10587		654			342	14967	2477	17	12490	83	3384	12490	11267	2793	75	17	8	28

Tabulated by
Computed by
Checked by
Checked by

St. is North and South
Sixth Avenue St. is East and West bound

Form E-46-3M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date August 30, 1956
Day of week Thursday
Hours counted 6 AM - 10 PM
Weather Clear

Classification All Vehicles

City of Eugene
Intersection Garfield Street and Seventh Ave
Station number
Code number

	TIME	SUMMARY BY MOVEMENTS North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USIN North	East
A. M.	6:00- 7:00	26			27	19	47		264		23	3		409	115	28	294	72	119	313	294	92		1
	7:00- 8:00	129			23	57	54		722		41	17		1043	281	27	762	73	263	892	762	169		
	8:00- 9:00	97			14	45	29		619		30	20		854	201	24	653	76	185	746	653	124		
	9:00-10:00	64			19	37	19		676		29	15		859	149	17	710	83	139	769	710	100	1	
	10:00-11:00	89			19	34	16		740		34	17		949	173	18	776	82	158	863	776	101		
	11:00-12:00	82			29	32	32		708		29	17		929	175	19	754	81	175	819	754	110		
P. M.	12:00- 1:00	104			42	44	30		755		23	43		1041	201	19	840	81	220	882	840	140		2
	1:00- 2:00	74			22	37	26		754		29	22		964	166	17	798	83	159	857	798	114		
	2:00- 3:00	69			25	39	27		721		23	17		921	158	17	763	83	160	813	763	106		
	3:00- 4:00	165			32	59	42		831		27	29		1185	293	25	892	75	298	1023	892	157		
	4:00- 5:00	195			20	56	33		1054		33	51		1442	317	22	1125	78	304	1282	1125	173		1
	5:00- 6:00	119			17	41	33		848		40	49		1147	233	20	914	80	210	1007	914	163		1
	6:00- 7:00	47			6	28	28		636		11	30		786	114	15	672	85	109	694	672	97		
	7:00- 8:00	44			14	18	36		633		12	19		776	110	14	666	86	112	689	666	85	1	6
	8:00- 9:00	55			2	17	16		467		8	22		587	96	16	491	84	90	530	491	63	2	
	9:00-10:00	23			4	8	9		328		6	11		389	46	12	343	88	44	357	343	34		
	10:00-11:00																							
	11:00-12:00																							
A. M.	12:00- 1:00																							
	1:00- 2:00																							
	2:00- 3:00																							
	3:00- 4:00																							
	4:00- 5:00																							
	5:00- 6:00																							
24-Hour total		1520			347	628	525		11832		438	420		15710	3111	20	12599	80	3020	13790	12599	2011		
-Hour total																								
16-Hour total		1382			315	571	477		10756		398	382		14281	2828	20	11453	80	2745	12536	11453	1828	4	11
Control																								
Factor																								

Garfield St. is North and South

Seventh Avenue St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

of week Thursday
rs counted 6 AM - 10 PM
ther Clear

August 30, 1956

Classification All Vehicles

City of Eugene
Intersection Garfield Street and Seventh Avenue
Station number
Code number

SUMMARY BY MOVEMENTS																SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
		27	19	47		264		23	3		409	115	28	294	72	119	313	294	92		1		
		23	57	54		722		41	17		1043	281	27	762	73	263	892	762	169				
		14	45	29		619		30	20		854	201	24	653	76	185	746	653	124			1	
		19	37	19		676		29	15		859	149	17	710	83	139	769	710	100	1			
		19	34	16		740		34	17		949	173	18	776	82	158	863	776	101			1	
		29	32	32		708		29	17		929	175	19	754	81	175	819	754	110				1
		42	44	30		755		23	43		1041	201	19	840	81	220	882	840	140		2		
		22	37	26		754		29	22		964	166	17	798	83	159	857	798	114				
		25	39	27		721		23	17		921	158	17	763	83	160	813	763	106				1
		32	59	42		831		27	29		1185	293	25	892	75	298	1023	892	157				
		20	56	33		1054		33	51		1442	317	22	1125	78	304	1282	1125	173		1	1	
		17	41	33		848		40	49		1147	233	20	914	80	210	1007	914	163		1		
		6	28	28		636		11	30		786	114	15	672	85	109	694	672	97				
		14	18	36		633		12	19		776	110	14	666	86	112	689	666	85	1	6		
		2	17	16		467		8	22		587	96	16	491	84	90	530	491	63	2			
		4	8	9		328		6	11		389	46	12	343	88	44	357	343	34				
		347	628	525		11832		438	420		15710	3111	20	12599	80	3020	13790	12599	2011				
		315	571	477		10756		398	382		14281	2828	20	11453	80	2745	12536	11453	1828	4	11	3	2

Garfield St. is North and South

Seventh Avenue St. is East and West

Tabulated by

Computed by

Checked by

Checked by

V. E. JOHNSON, MAYOR

ROBERT A. FINLAYSON, CITY MANAGER

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

July 19, 1956

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock,
State Highway Engineer,
State Highway Building,
Salem, Oregon.

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Baldock:

The Common Council of the City of Eugene at their regular meeting on July 9, 1956 approved the appropriation of money for the installation of traffic signals at the intersections of 6th Avenue and Garfield Street and 7th Avenue and Garfield Street. Garfield Street from 7th Avenue to 11th Avenue is now under construction and will be completed on or about August 15, 1956.

Garfield Street, when completed, will become a direct connector between 11th Avenue and the industrial area to the North, and an estimated heavy amount of traffic would be desiring to cross the Pacific Highway (U. S. 99) at 6th Avenue and 7th Avenue.

I therefore request that the two intersections of 6th Avenue and Garfield Street and 7th Avenue and Garfield Street be examined by your Traffic Engineering Department to see if they fulfill the warrants for traffic signals.

Very truly yours,

Robert A. Finlayson

Robert A. Finlayson,
City Manager.

RAF:eb

REFERRED TO
Williams
By State Highway Engineer

RECEIVED
JUL 24 1956
TRAFFIC ENGINEER

RECEIVED
JUL 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

21-3737 Big Cr. Park Overnight Camp 1957
Expansion Proj. (Const. camping
#4849 area and roadways)

RECEIVED
JUL 1[illegible] 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 11, 1957

(CONTRACT NO.) 21-3737	(EST. NO.)	(CONTRACT0R)
4849 4-11	4-Final	Angell Bros.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15237	H-185617	$ 500.00	7/11/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 43 workdays from 3-1-57

Time Extensions: None

Completion Date: May 23, 1957

Date Accepted: June 27, 1957

Penalties: None of record.

Claims: None of record.

Remarks:

Date: July 11, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUL 12 1957

Ruth Rawlings

RECEIVED
JUL 1 1957
FOR FILING

[illegible]

4:49

July 1, 1957

CERTIFIED MAIL

American Surety Company of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4849 for overnight camp expansion of Big Creek State Park in Lincoln County was completed by the contractor, Angell Bros., on May 23, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $500.00 will be released to the contractor on or after July 11, 1957. The total contract amount is $6,409.70, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD
em

RECEIVED
JUN 10 1957
FOR FILING
[illegible]
[illegible]

June 10, 1957

CERTIFIED MAIL

American Surety Company of New York
David A. Lewis, Ass't Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Angell Bros. in connection with Contract No. 4849, for Big Creek State Park Overnight Camp Expansion in Lincoln County. This payment, in the amount of $3,582.66, will be released to the contractor on or after June 20, 1957. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

NOTED ON CARD

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

3737

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 25 May, 19 57

Section Big Creek

Highway State Park County Lincoln

Contractor Angell Bros.

Date of contract 22 January, 19 57

Date work started 22 February, 19 57

Project authorization $ 10,105.88

Exclusive of engineering $ 9,387.24

Kind of work Overnight Camp Expansion

Section prefix 21-3737

Contract number 4849

Specified work days 43

Work days used 19

Per cent of time elapsed 44.2 %

Estimated cost of completed project, exclusive of engineering $ 9,328.34

Estimated per cent underrun 7.69 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 718.64

Engineering cost to date $ 679.72, 94.6 %

Date project was completed 23 May, 19 57

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished setting cable barrier and minor clean-up of the area this week. Parks Dep't. Engineer, C. E. Low, over project Wednesday and accepted park, except for minor clean-up work which was completed by the contractor Thursday.

This is the FINAL WEEKLY REPORT on this project.

Semi-final estimate to be sent in 27 May, 1957.

NOTED EGB

Noted
M. N. Juve

Signed Richard F. Lytle

Address PO Box 37, Newport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.22	0.22			
Miles partially completed	0.22	0.22			
Miles completed	0.22	0.22			
Total estimated quantities (contract)	3300	700			
Total quantities corrected to date	2358	813			
Estimated quantities moved or placed to date	2358	813			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		2			

Men	1
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Rain		
Thursday	Showers		
Friday	Fair		
Saturday			

RECEIVED
FEB 14 1957
FOR FILING

[illegible]3727

4849

February 13, 1957

Angell Bros.
528 6th Street
Eastside, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4849, which was awarded to you by the State Highway Commission on January 22, covering the Big Creek State Park Overnight Camp Expansion in Lincoln County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1957
FOR FILING
3737

4849

January 24, 1957

Angell Bros.
528 Sixth Avenue
Eastside, Oregon

Gentlemen:

The State Highway Commission on January 22, 1957 awarded to you State Highway Contract No. 4849 for construction of camping area and roadways in the Big Creek Park Overnight Camp Expansion Project about 3 miles south of Waldport in Lincoln County.

This award was based on your bid of $6,783.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
C. H. Armstrong

21-3338 Big Cr. Park Camp Facilities 1957
Expansion Proj. (Const. utility
#4850 building and trailer stall facilities)

RECEIVED

FOR FILING

21-3338

4430

December 9, 1958

District Engineer
U. S. Army Engineering District
Walla Walla, Wn.

Gentlemen:

This will acknowledge your telegram of December 8 regarding R. I. Randolph Construction Company.

Our records indicate that the R. I. Randolph Construction Company performed three contracts for this department - No. 4871, grading and paving in Marion County; No. 4850, camp facilities expansion in Lincoln County; and No. 4856, camp facilities expansion in Clatsop County. Our construction and bridge office engineers have informed us that these contracts were performed and completed in a satisfactory manner.

We have contacted the Accident Prevention Division of the State Industrial Accident Commission regarding the safety record of the contractor and they have reported to us that their record is very good.

We trust the above will give you the necessary information for your records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWB:lp

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

[illegible] line on domestic telegrams is STANDARD TIME at point of origin. [illegible] STANDARD TIME at [illegible]

PRA193

PR WWA096 GOVT NL PD=WUX WALLA WALLA WASH 8=
[illegible] DEC 8 PM 7 18

STATE OF OREGON DEPT OF HIGHWAYS=
SALEM ORG=

FROM NPWSP-2 6790. R.I. RANDOLPH CONSTRUCTION COMPANY, SALEM , OREGON LOW BIDDER FOR $270,000, ACCESS ROAD, PARKING AREAS AND LIGHTING ; MT. HOME AFB, IDAHO FOR THIS OFFICE. REQUEST STATEMENT BE GIVEN AS TO CONTRACT PERFORMANCE INCLUDING SAFETY RECORD FOR CONTRACTS BY THIS FIRM UNDER YOUR JURISDICTION=

SYMBOL DIST ENGR US ARMY ENGR DIST WALLA WALLA=

=NPWSP-2 6790 $270,000=..

4256
4250
[illegible]
4272
Salisbury

S. Acc. Prevention
Avison → Very Good Record

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
FEB 7 - 1958
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 5, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4850	5 Post Final	R. I. Randolph Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2108	H203727	$ 13.80	2/5/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Winchcomb
ACCOUNTING DIVISION

Specified completion Date: 60 workdays from 3-27-57

Time Extensions: None

Completion Date: June 18, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Feb. 5, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: FEB 6 1958
Gkw.

NOTED ON CARD
em

RECEIVED
SEP 27 1957
FOR FILING
21 2338

files

OREGON STATE HIGHWAY DEPARTMENT

(date)
August 29, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4850	4 Final	R. I. Randolph Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19795	H-190418	$ 1,057.04	8-29-1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: 3-27-57

Time Extensions: none

Completion Date: 6-18-57

Date Accepted: 6-27-57

Penalties: none

Claims: none

Remarks:

Date: 8-30-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: SEP 26 1957

NOTED ON CARD
em

RECEIVED
AUG 16 1957
FOR FILING

4850

August 15, 1957

CERTIFIED MAIL

Massachusetts Bonding & Insurance Co.
415 Builders Exchange Bldg.
320 S. W. Stark St.
Portland 4, Oregon

Attention: Mr. Gordon T. Wood
Special Agent

Gentlemen:

State Highway Contract No. 4850 for Big Creek Park Camp Facilities Expansion in Lincoln County was completed by the contractor, R. I. Randolph Construction Co., on June 18, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $1,687.64 will be released to the contractor on or after August 26, 1957. The total contract amount is $19,295.01, of which amount $398.28 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD

RECEIVED
FEB 14 1957
FOR FILING
21-3338
[illegible]

February 13, 1957

R. I. Randolph Construction Co.
3815 Welty Avenue
Salem, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4850, covering the Big Creek Park Camp Facilities Expansion in Lincoln County.

Contract No. 4856, covering the Fort Stevens Park Camp Facilities Expansion in Clatsop County.

Copies of the above contracts are also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
JAN 25 1957
FOR FILING

21-55-1

4850

January 24, 1957

Robert I. Randolph
3815 Welty Avenue
Salem, Oregon

Dear Mr. Randolph:

The State Highway Commission on January 22, 1957 awarded to you State Highway Contract No. 4850 for construction of utility building and service facilities in the Big Creek Park Camp Facilities Expansion Project about 3 miles south of Waldport in Lincoln County.

This award was based on your bid of $18,211.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson
C. H. Armstrong

RECEIVED
JAN 25 1957
FOR FILING

[illegible]

4850

January 24, 1957

Robert I. Randolph
3815 Walty Avenue
Salem, Oregon

Dear Mr. Randolph:

The State Highway Commission on January 22, 1957 awarded to you State Highway Contract No. 4850 for construction of utility building and service facilities in the Big Creek Park Camp Facilities Expansion Project about 3 miles south of Waldport in Lincoln County.

This award was based on your bid of $18,211.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson
C. H. Armstrong

S-220(8) Sublimity Gun Club-Stout Cr. 1957
Sec., North Santiam Hwy.

FORM E 122X 12,500 4-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

B GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
FOR FILING

May 26, 1958

Mr. Roy L. Houck and Sons
1858 N. 20th Street
Salem, Oregon

Sublimity Gun Club-Stout
Creek Section
North Santiam Highway
Contract No. 4851

Gentlemen:

Your claim for extra compensation for excavation work performed in the construction of the taper sections at the following locations has been referred to this office:

Station 910+40 to 912+50 on Right (Fill)
Station 915+00 to 916+65 on Left (Cut)
Station 838+10 to 840+00 on Right (Fill)
Station 845+00 to 846+10 on Left (Cut)

These taper sections were shown on the plans for the subject job and it is thought that the excavation work necessary to construct the same is covered by the contract bid items under "Earthwork". I call your attention to the provision under "Work To Be Done" which states as follows:

> "Under these provisions, the contractor shall perform the excavation and embankment construction work and all other earthwork called for by the plans or as directed by the engineer throughout the length of the project."

It is true that this work was directed by the resident engineer but, due to the objections voiced by you at that time, a record of equipment hours and labor was kept. This was purely precautionary and not intended to convey the impression that we believed that this excavation was out of the ordinary.

In view of the clear intent of the specifications, your claim must be rejected.

Very truly yours,

Tom Edwards
Construction Engineer

MAY 29 1958
OFFICE

cc Forrest Cooper
J. D. Walker

LMY:jc

RECEIVED
MAY 13 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 7, 1958

S-220 (8)		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4851	9 F	Roy L. Houck & Sons

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9693	H211340	$ 16,427.13	5-7-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 125 workdays from 3-1-57 plus 15 workdays from 6-1-57

Time Extensions: None

Completion Date: Nov. 9, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: May 7, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed MAY 8 1958
GKE

NOTED ON CARD
OM

A

RECEIVED
MAR 26 1958
FOR FILING

[illegible]

4851

Mar. 25, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4851 for paving on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County was completed by the contractor, Roy L. Houck & Sons, on Nov. 9, 1957, and was formally accepted by the Commission on Dec. 5, 1957.

Final payment in the amount of $16,427.13 will be released to the contractor on or after Apr. 4, 1958. The total contract amount is $546,690.47, of which amount $4,817.42 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
em

RECEIVED
MAR 6 - 1958
FOR FILING

Mar. 5, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck & Sons in connection with Contract No. 4851, for paving on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County. This payment, in the amount of $31,074.47, will be released to the contractor on or after Mar. 15, 1958. The retained percentage is $16,399.90.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

EM

NOTED ON CARD
em

RECEIVED
NOV 18 1957
FOR FILING

4851

November 15, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 9, 1957, on Contract No. 4851, Sublimity Gun Club-Stout Creek Section, in Marion County, in connection with Federal Aid Project No. [illegible]-220(8).

Very truly yours,

W. C. Williams
State Highway Engineer
/s/ By Forrest Cooper
e.

Forrest Cooper
Deputy State Highway Engineer

cBP:Clarence G. Swenson

Form E-1—10M—12-56

A

[illegible]

4851

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 9, 1957

Section Sublimity Gun Club - Stout Creek

Kind of work Paving

Highway North Santiam County Marion

Section prefix 124-1017

Contractor RoynL. Houck & Sons

Contract number 4851

Date of contract January 22, 1957

Specified work days 125 days begin March 1, 57

Date work started May 3, 1957

Work days used 105

Project authorization . . . . . $ 660266.10

Exclusive of engineering . . . . $ 613313.84

Per cent of time elapsed 84 %

Estimated cost of completed project, exclusive of engineering $588471.05

Estimated per cent xxxxxx or underrun . . . . 4.5 %

Per cent of contract completed, based on total contract price . . . . 98 %

Engineering authorization $46952.26

Engineering cost to date $38750.00, 82.5 %

Date project was completed Nov 9, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Guard Rail sub-contractor worked all week (including Saturday) setting posts and hanging rail and painting. All the guard rail has been hung and nearly all the painting has been completed. The job is very satisfactory.

RECEIVED
NOV 12 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

CONSTRUCTION DIVISION
RECEIVED
NOV 13 1957
NOTED-- ☑ ☑ ☑ ☐ ☑
CE - ACE - - CCE

Noted
M. N. Juve

Signed Kenneth E. Baird

Address Salem,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.61	9.28		9.28	9.28
Miles partially completed	"	"		"	"
Miles completed	"	"		"	"
Total estimated quantities (contract)	19900 c.y.	167600 c.y.		500 tons	34500 tons
Total quantities corrected to date	17861 c.y.	161354 c.y.		468 tons	33885 tons
Estimated quantities moved or placed to date	All	All		All	All
Average daily quantities					
Average daily quantities necessary to complete project on time			Guard Rail		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			6		

Men	5
Supervision	1
Men and trucks under 3 tons	1 pick-up, 1 spray pickup
Men and trucks over 3 tons	1 flat-bed, 1 drill-truck
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
OCT 21 1957
FOR FILING

October 18, 1957

517

Mr. Walter H. Bell
Bell & Gehlen
Stayton, Oregon

Dear Sir:

The ditch that was bothering Mr. Pepperling, who lives easterly of Stayton, has been extended in accordance with his wishes.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. Tom Edwards
Walker

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1957

SUBJECT: Assignment No. P-10
Pepperling Drainage Complaint
Sublimity Gun Club-Stout Creek Section
North Santiam Highway

To:
Mr. Tom Edwards
Construction Engineer
Office

Recently I personally contacted Mr. Pepperling at Toledo regarding the subject complaint. Mr. Pepperling alleges that we are diverting more water around his house than before construction of the subject section. I can not see how this could be, as no drainage has been changed due to the construction of the highway. Also, some of the allegations of Mr. Pepperling are contradictory, as he states there is approximately a foot more water around his building than in previous years, but six or seven hundred feet farther down the drainage there is no more water than in previous years.

The house hereinbefore mentioned is a fairly old house, which was in the way of construction on property acquired for right of way and was subsequently moved to the new location just prior to the construction work. This house did not occupy this location during a winter prior to the construction of this project.

I still believe the only thing we have done which might be detrimental to Mr. Pepperling's property is by directing the water through a culvert under the fill in this area directly towards the building. This can be remedied by ditching and diking on the right of way and diverting the water from the outflow of the culvert to an existing ditch which bypasses the house. We will see that this ditching and diking work is performed in the near future.

Attached is a sketch map showing the drainage in this area, the location of the culvert and other pertinent matters pertaining to this claim.

CONSTRUCTION DIVISION
RECEIVED
NOTED

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1957

SUBJECT: Assignment No. P-10
Regarding Drainage on Pepperling Property
Sublimity Gun Club-Stout Creek Section
North Santiam Highway

To:

Mr. Tom Edwards
Construction Engineer
Office

On this date I attempted to contact Mr. Pepperling regarding his drainage complaint as stated in the letter from Bell & Gehlen dated September 12, 1957. Mr. Pepperling has the house in question rented while he is living and working at Newport.

As we were unable to contact Mr. Pepperling, we contacted Mr. Bell, who could give us no information regarding the problem. He stated that he presumed we would contact Pepperling direct so he did not get the complete complaint from Mr. Pepperling. He also stated that he would rather we would bypass him and deal direct with Mr. Pepperling in all matters pertaining to this situation.

We are attempting to make a date with Mr. Pepperling to go over this situation with him. This will probably be on a weekend, as that is the only time Mr. Pepperling is in Stayton.

From observation of the location, it would seem the complaint was due to a culvert pipe installed under our fill at Station 905. This pipe was installed in the lowest spot of a flat field ~~fill~~. The pipe is aimed directly toward Mr. Pepperling's house, which is approximately 300 feet from the right of way line. The area around the house and over which the fill was constructed is very flat, with poor drainage, making the water spread out over quite an area with a general drainage toward the house from the highway. By concentrating this water through the pipe, which is directed toward the house, it could very easily cause some damage around the house.

This situation could be readily corrected by digging a ditch (with grader) from the outlet of the pipe across a portion of Mr.

Pepperling's field, directing the general flow of the water around the back of the house. Permission would have to be obtained from Mr. Pepperling to do this. As soon as we can meet with Mr. Pepperling we will make arrangements to correct any problem which has been caused by the construction of this project.

J. D. Walker
Division Engineer

By R. D.

R. D. Asburry
Assistant Division Engineer

RDA:AM

Walter H. Bell
William M. Gehlen

Phone 2384

BELL & GEHLEN
Attorneys-at-Law
STAYTON, ORE.

September 12, 1957

PLEASE RETURN TO
FORREST COOPER

State of Oregon
State Highway Commission
Salem, Oregon

Gentlemen:

One Pepperling, who lives at Route 1, Stayton, Oregon, being about two miles east of Stayton and whose property was crossed by the new highway saw me relative to water going toward his home as he was told that this would be ditched away from his house so we would appreciate the matter being cared for.

Thanks kindly.

Very truly yours,

BELL & GEHLEN

Walter H. Bell

Walter H. Bell

WHB:jh

RECEIVED
SEP 13 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 15 1957
FOR FILING
1-220 (8)
4651

files
~~not on card~~

October 11, 1957

General Casualty Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

We have received from the Secretary of State a copy of a letter written by Bell & Gehlen stating that the claim of Stayton Telephone Co. against Roy L. Houck & Sons on Contract No. 4651, in the amount of $234.47 has been fully satisfied.

This claim was received in this office and we notified you regarding it on August 16, 1957.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Huggins Insurance Agency
373 N. Church St.
Salem, Oregon

Roy L. Houck & Sons
1585 N. 20th St.
Salem, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

FAQ:fp

RECEIVED
OCT 15 1957
FOR FILING
[illegible]
4851

files
~~Note~~ on card

October 11, 1957

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. M. McVay

Re: Stayton Telephone Co. vs.
Roy L. Houck Construction Co.

Dear Sir:

Thank you for your letter of October 9 to which was attached copy of a letter from Bell & Gehlen, Stayton, advising that their claim against Roy L. Houck & Sons on Contract No. 4851 has been fully satisfied. This claim bears your file No. 3583.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

October 9, 1957

Mr. H. B. Glaisyer, Secretary
State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed please find copy of letter from Messrs. Bell & Gehlen evidencing the satisfaction of the claim of Stayton Cooperative Telephone Company vs. Roy L. Houck & Sons' Construction, our File No. 3583.

Sincerely,

MARK O. HATFIELD
Secretary of State

By

Clerk, Records Division

GS:m
Enc.

REFERRED TO
BY SECRETARY

RECEIVED
OCT 10 1957
OREGON
STATE HIGHWAY COMMISSION

[illegible]
[illegible]

PHONE 2384

BELL & GEHLEN

[illegible]

STAYTON, OREGON

October 3, 1957

Secretary of State
Mark Hatfield
Capitol Bldg.
Salem, Oregon

Re: Stayton Telephone Co. vs. Roy L. Houck Construction Co.

Dear Sir:

Enclosed find copy of Claim on the above captioned matter, be advised that all claims that we had against Roy L. Houck and Sons Construction Co. are now fully satisfied.

Thank you.

Very truly yours,

BELL & GEHLEN

By

William M. Gehlen

WMG/ic
encl.

RECEIVED
OCT 10 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 10 1957

S-220(8)

4851 08-35

October 8, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-220(8)
Sublimity Gun Club-Stout Creek Sec.,
North Santiam Highway - Order for
State Force Work dated Sept. 19, 1957
Installation of reflectors to outline
connecting lanes.
Estimated Cost - $900

Dear Sir:

Reference is made to your letter dated September 26, 1957 concerning subject order.

We are approving the use of State force as being in the public interest for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

Orig to Probert

RECEIVED
SEP 30 1957
FOR FILING

September 26, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 263 covering installing traffic lane delineators on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County, Contract No. 1851, in connection with Federal Aid Project No. F-220(8).

It is necessary that the connecting lanes be well defined for safety and guidance of traffic. In lieu of the more costly overhead luminaires it is planned to use delineators, or amber reflectors, to outline the connecting lanes. This has proven to be very satisfactory.

The state sign crews are equipped and staffed to do this work more economically than the contractor. It is too small for separate contract. Your approval of this order using state forces is requested.

The total amount of the order is $900.00 with federal participation of $550.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
AUG 16 1957
FOR FILING

files

S 220 (8)
4851

August 16, 1957

General Casualty Co. of America
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Stayton Cooperative Telephone Company against Roy L. Houck & Sons, in the sum of $254.47. The claim pertains to labor and materials furnished on our Contract No. 4851, awarded to Roy L. Houck & Sons for paving the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County.

This information is provided as your Company appears as Surety on the Performance Bond furnished for this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

cc Huggins Insurance Agency
373 N. Church St.
Salem, Oregon

Roy L. Houck & Sons
1585 N. 20th St.
Salem, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

NOTICE OF CLAIM

TO THE SECRETARY OF STATE)
For the State of Oregon)

Notice is hereby given that the undersigned, Stayton Cooperative Telephone Company of Stayton, Oregon has a claim for labor, service and materials furnished to Roy L. Houck & Sons' Construction on or before July 17, 1957, in the total sum of($254.47) Two Hundred fifty four and 47/100 DOLLARS and hereby makes this claim against the bond taken from General Casualty Company of America for the work of the State of Oregon Contract # 4851 Sublimity Guy Club-Stout Creek Section of North Santiam Highway in Marion County.

Stayton Cooperative Telephone Company
Mike Benedict
By____________________
Manager

ss.
State of Oregon

County of Marion

Subscribed and sworn to before me this 9th day of August, 1957.

Notary Public for Oregon
My Commission Expires: 11-21-60

files

[illegible] card

RECEIVED
AUG 16 1957
FOR FILING

S 220 (P)

4-1

Aug 16, 1957

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of August 12 which had attached to it three copies of a claim filed with your office by Stayton Cooperative Telephone Company against Roy L. Houck & Sons in the sum of $254.47 for labor and materials furnished in connection with contract No. 4851, your file No. 3583.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
em

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

Aug. 12, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Bell & Gehlen, Attorneys, Stayton, and filed as of today a notice of claim by Stayton Cooperative Telephone Company in the sum of $254.47, against the bond taken from Roy L. Houck & Sons' Construction, principal, and General Casualty Company of America, Surety for the work of the State of Oregon Contract No. 4851 Sublimity Guy Club-Stout Creek Section of North Santiam Highway in Marion County, our file No. 3583.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge same for our records.

Sincerely yours,

MARK O. HATFIELD
Secretary of State

By Geo C Stephens
Clerk
Records Division

GS:m
Enc.

REFERRED TO
BY SECRETARY

RECEIVED
AUG 13 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 11 1957
FOR FILING

FORM E-30X—37,800—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10th, 1957

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

We return herewith your Order for Extra Work on the Sublimity Gun Club-Stout Creek Section unapproved.

It appears from the size of the order that the work you have in mind is minor inasmuch as the construction of the four taper sections approximates $200.00 each. It is true this work was not shown on the plans. However, we call your attention to paragraph 1, page 4 of the special provisions.

Please reinvestigate this to determine if this work can be accomplished at contract prices.

Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: Ferrest Cooper

NOTED
FORREST COOPER

RECEIVED
JUL 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2[illegible] 1957
FOR FILING

FORM E30—30M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1957

SUBJECT: Sublimity Gun Club-Stout Creek Section
North Santiam Highway
Contract No. 4851

To: Mr. Tom Edwards
Construction Engineer
Office

Recently it has come to the attention of this office that a complaint has been made regarding the taking of materials by the contractor for the surfacing of the subject-named project. This complaint was that the contractor was taking gravel from an area other than that over which he had jurisdiction.

As you know, the contractor on this project elected not to use the sources specified in the contract and controlled by the State but obtained a source of his own from a private individual. As we did not have jurisdiction over this source, we merely informed the contractor of the complaint. He informed us that he already knew of the complaint and that he was well satisifed that he was not trespassing on any property but was maintaining his operations within the bounds of the lease which he had for this area.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Kenneth Bartel

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUN 24 1957
NOTED-- ☐ ☑ ☐ ☐ ☐
CE AE ACE COE

RECEIVED
JUN 19 1957
FOR FILING
FORM E-30X—37,800—8-57—1477

4851

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1957

SUBJECT: Sublimity Gun Club-Stout Creek
North Santiam Highway
Contract No. 4851

To: Mr. Leonard I. Lindas
Chief Counsel
Office

I am forwarding herewith a lease agreement between J. K. McCall, property owner, and Roy L. Houck, contractor on the subject named job. Along with the lease agreement is a report by the title insurance company and 5 copies of an assignment of lease by Houck to the State of Oregon. This is for the purpose of making advances on materials in stockpile prior to their incorporation in the job.

Will you please examine the agreements for adequacy and, if o.k., submit to Mr. Cooper for his approval.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
JUN 17 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 30 1957
FOR FILING

4251

Form PR 3 (October 1954)
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Marion
Project No. S-220(8)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

4351

MEMORANDUM OF AGREEMENT made this 25th- day of April, 1957, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 29th day of August, 1956, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 9.247 miles of two-lane high type pavement, (Character of work)

between FAP 3 in Salem and FAP 37, (Control points)

consisting of 9.247 miles of roadway and no (Number) bridges, xxxxxx xxxxxxx xxxxxx

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of three hundred eighty thousand and 00/100 dollars ($ 380,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is six hundred thirteen thousand, six hundred four and 42/100 dollars ($ 613,604.42).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By M K McIver
Member, State Highway Commission
(Title)

By Robert B [illegible]
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By C I Polk
~~XXXXXXX~~ Engineer, Bureau of Public Roads
District

—33205

April 24, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Sublimity Gun Club-Stout Creek Section, Project No. S-220(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HHC:ia

4851
4577

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

[illegible] Creek Section
[illegible] Highway
Marion County

NATURE OF WORK:

Grade and Pave

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4577	Durbin Bros.	12-16-55	Gr..
4851	Roy L. Houck & Son	1-22-57	Pav

DATE OF COMPLETION:

4577 Comp.eted: 10-31-56 Accepted 11-8-56
4851 125 "orkdays from 3-1-57 plus 15 Workdays from 6-1-57

REMARKS:

March 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Sublimity Gun Club-Stout Creek Section, Project No. S-220(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:bb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-220(8)

SUBLIMITY GUN CLUB-STOUT CREEK SECTION OF THE

NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 15, 1957

Type Code 6201
Roadway (Sta. 698+00 Thru Equa. 1122+48.87=266+33.65 to Sta. 332+00)(Cont. No. 4851)

All	Required	Clearing and Grubbing	$	$ 54,400.00
860	sq. yds.	Removal of Pavement	1.00	860.00
140	cu. yds.	Drainage Excavation, Unclassified	2.00	280.00
6,500	cu. yds.	General Excavation, Unclassified	0.30	1,950.00
13,400	cu. yds.	Special Borrow Excavation, Unclassified	0.45	6,030.00
10,400	yd. sta.	Short Overhaul	0.01	104.00
150	C-y.sta.	Long Overhaul	0.40	60.00
0.61	mile	Finishing Roadbed and Slopes	500.00	305.00
100	lin. ft.	18-inch Concrete Pipe	3.50	350.00
14	lin. ft.	24-inch Concrete Pipe	4.80	67.20
530	lin. ft.	1½-inch Electrical Conduit	1.50	795.00
280	only	Metal Sight Posts	3.00	840.00
8,300	lin. ft.	Metal Guard Rail	3.00	24,900.00
148,000	cu. yds.	Coarse Crushed Material in Base	1.20	177,600.00
19,600	cu. yds.	3/4" - 0 Material in Base	1.20	23,520.00
6,300	M-gals.	Sprinkling	2.00	12,600.00
9.25	mile	Preparation of Base	300.00	2,775.00
1,800	cu. yds.	3/4" - 0 Material in Binder Course	3.65	6,570.00
280	tons	RC-3 Asphalt in Binder Course	40.00	11,200.00
34,500	tons	Asphaltic Concrete Mixture	3.48	120,060.00
2,070	tons	85-100 Asphalt in Mixture	32.00	66,240.00
54	tons	RS-1 Asphalt	54.00	2,916.00
30	only	Extra for Asphaltic Concrete Approaches	25.00	750.00
3,300	lin. ft.	Asphaltic Concrete Traffic Markers	0.90	2,970.00
4,860	cu. yds.	Furnishing and Placing Aggregates	4.00	19,440.00
380	tons	120-150 Asphalt in Shoulder Oiling	40.00	15,200.00
120	tons	RS-1 Asphalt in Shoulder Oiling	42.00	5,040.00
		Subtotal		$557,822.20
		10% Engr. & Cont.		55,782.22
		Total		$613,604.42

Length of Roadway 9.247 Miles
Length of 2 Structures 0.036 Mile
Total Length 9.283 Miles
Cost of Roadway Per Mile $66,357.13

Federal Funds..	$380,000.00
State Funds..	233,604.42
	$613,604.42

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
FEB 19 1957
FOR FILING

February 19, 1957

Roy L. Houck & Sons
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4851, which was awarded to you by the State Highway Commission on January 22, for paving on the Sublimity Gun Club-Stout Creek Section of North Santiam Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1957
FOR FILING

[illegible]

4851

January 24, 1957

Roy L. Houck and Sons
1585 N. 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on January 22, 1957 awarded to you State Highway Contract No. 4851 for paving on the Sublimity Gun Club-Stout Creek Section of the North Santiam Highway in Marion County.

This award was based on your bid of $560,153.20 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

29-3719 Cape Lookout Park Overnight 1957
Camp Expansion Proj. (Const.
#4852 camp area and roadways, footpaths)

- files

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4852	5-Final	Eugene Gardens	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12554	H-182934	$ 634.05	6/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **43 Workdays from 3-1-57**

Time Extensions: **None.**

Completion Date: **Apr. 29, 1957**

Date Accepted: **May 16, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **June 11, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
H. B. Glaisyer
ass't Secretary

Warrant Mailed: JUN 11 1957

Ruth Rawlings

NOTED ON CARD
JM

RECEIVED
MAY 29 1957
FOR FILING

4852

May 28, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4852 for work performed on the Cape Lookout State Park in Tillamook County was completed by the contractor, Eugene Gardens, on Apr. 29, 1957 and was formally accepted by the Highway Commission on May 16, 1957.

Final payment in the amount of $634.05 will be released to the contractor on or after June 7, 1957. The total contract amount is $21,597.20, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cm

cc: Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

NOTED ON CARD

RECEIVED
MAY 13 1957
FOR FILING

29-3719

4852

May 10, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Eugene Gardens in connection with contract No. 4852, for Cape Lookout State Park Overnight Camp Expansion in Tillamook County. This payment, in the amount of $6,270.91, will be released to the contractor on or after May 20, 1957. The retained percentage is $648.35.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

cc: Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

NOTED ON CARD

em

Form E-1—10M—10-55

OREGON STATE HIGHWAY DEPARTMENT

21 3719

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 3, 1957

Section Cape Lookout State Park

Kind of work Overnight Camp Extension

Highway

Section prefix 29-3719

Contractor Eugene Gardens

Contract number 4852

Date of contract Jan. 22, 1957

Date of completion 43 work days begin Mar. 1, 1957

Date work started Jan. 31, 1957

Estimated date of completion April 29, 1957

Project authorization . . . . $ 25,506.16

Exclusive of Engineering . . . . $ 23,999.95

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 24,793.10

Estimated per cent overrun or underrun . . . . 8 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 1,506.21

Engineering cost to date $ 2297.56, 152 %

Date project was completed APR 29, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor finished project on monday and finished moving equipment from job on tuesday.

RECEIVED
MAY - 6 1957
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED

Noted
M. N. Juve

Signed Clay M. Cornett

Address Tillamook

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 09712

	GRADING	SURFACING	MAIN NANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	5,300	1,510			
Total quantities corrected to date	9,816	1,953			
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers.........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 4 - 1957
FOR FILING

FORM 830—50M—8-56—96634
[illegible]

4852

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1957

SUBJECT: Contract No. 4852, Cape Lookout State Park Overnight Camp Expansion

To: Clay M. Cornett
Resident Engineer
Box 169
Tillamook, Oregon

This is to advise you that, at its last meeting, the Highway Commission approved an increase of $4,325.00 in project authorization on Contract No. 4852, Cape Lookout State Park Overnight Camp Expansion in Tillamook County.

The new authorization is $25,506.16. This amount should be used in all future reports.

S. H. Probert
Office Engineer

DBP:ia

cc: J. D. Walker

RECEIVED
MAR 14 1957
FOR FILING

29-5711

4822

4a-1

March 13, 1957

Oregon State Highway Commission

During the construction of the Cape Lookout State Park Overnight Camp Extension, Contract No. 4822, conditions were encountered which will cause an overrun in contract items of $[illegible], or 70 per cent. The principal cause of this overrun is the fact that swampy ground was encountered which added greatly to the settlement and made it necessary to increase the amount of special borrow and surfacing required.

There are sufficient funds in the parks budget to take care of the overrun, and it is, therefore, requested that you approve the increase in authorization.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. S. H. Probert
Mr. Tom Edwards
Mr. C. H. Maison

FC:me hi

Form No. E-372—10M—7-55

files

RECEIVED
APR 2 - 1957

FOR FILING

REGON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name Cape Lookout State Park
Date March 6, 1957
Highway Overnight Camp Extension
Contract No. 4852
County Tillamook
Kind of Work Grading & Surf.
Contractor Eugene Gardens
Contract Amount 29-3719 $15,827.70

Expected over-runs and under-runs in contract items: 4852

Major items, itemized:

	Quantity	Unit Price	Amount
Special Borrow Excavation	1,500 Cu. Yds.	$ .95	$ 1,425.00
Coarse Material in Base	600 " "	3.70	2,220.00
Royalty on Special Borrow			680.00
			$ 4,325.00

Minor items, unitemized algebraic total

Subtotal $ ~~20,152.70~~ 4,325.00

Approved work orders (Price, extra work and state force orders) State Force Oiling $ 3,000.00

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Minor items, unitemized algebraic total

Subtotal ~~$ 23,152.70~~

Authorization for engineering $ 1,506.21

Expected over-run or under-run of engineering authorization $ -----

Costs not included above (explain) $

Allowance for future contingencies (——% of work remaining) $ 847.25

Credits to come from transfers and deductions $

Present estimate of project cost $ 25,506.16

Brief Statement of principal causes of over-run: The overrun is due to the extremely unstable swamp upon which the camping area is being constructed. Settlement of roadbed into the swampy area is so great that the estimated quantity of special borrow will not bring the service road and camp stalls up to required grade line. The same unstable condition also means that a much greater thickness in base is required, the specified thickness of four inches being nowhere near adequate to support hauling behicles.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 21,181.16
Present estimate of project cost	$ 25,506.16
Expected over-run (Amount)	$ 4,325.00
Expected over-run (per cent)	20

Space to right of this line is for use of Salem office.

Submitted by: Clay Cornett
Resident Engineer

Noted by: L. H. Young
Construction or Bridge Engineer

Confirmed by: S/ J. D. Walker
Division Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
FEB 11 1957
FOR FILING

29-3719

4852

February 13, 1957

Eugene Gardens
1515 Sylvan Ave.
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4852, which was awarded to you by the State Highway Commission on January 22, covering the Cape Lookout State Park Overnight Camp Expansion in Tillamook County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 25 1957
FOR FILING

29-3719

4852

January 24, 1957

Eugene Gardens
1515 Sylvan
Eugene, Oregon

Gentlemen:

The State Highway Commission on January 22, 1957 awarded to you State Highway Contract No. 4852 for construction of camp area, roadways and footpaths in the Cape Lookout Park Overnight Camp Expansion Project about 10 miles southwest of Tillamook in Tillamook County.

This award was based on your bid of $15,827.70 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

dp
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 4804 Ends with: Contract# 4852

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 83 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this ______ day of __________, 19 _____ photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature